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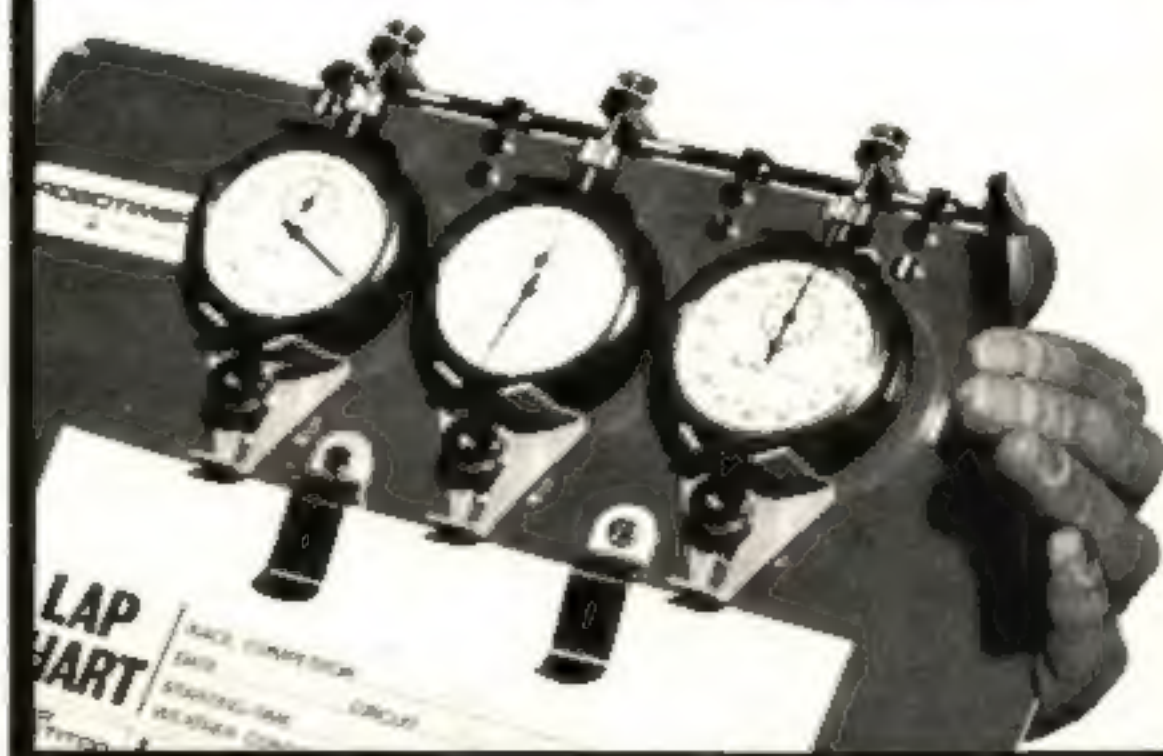
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

4 January, 1973 Volume 50, Number 1

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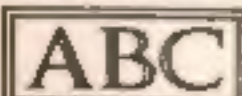
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How have March Engineering progressed since this picture was taken two years ago? On page 22 Max Mosley (right, with fellow director Robin Herd and ex-director Alan Rees) talks about the company's short history.

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AUTOSPORT, JANUARY 4, 1973

EDITORIAL

Show spectacular

Graham Hill yesterday (Wednesday) officially opened the Racing Car Show at Olympia. He no doubt reflected on how much the event has changed. In the old days at the Horticultural Halls it consisted largely of a handful of nationally known racing cars and a score of glassfibre-bodied specials (a cult that has now thankfully ceased almost entirely). But each show was exciting, for it was breaking new ground. Now the Racing Car Show has improved each year, and although there are many imitators world-wide, none has the significance of the Olympia exhibition.

In addition to the central exhibits, which reflect current championship winners and historic cars, the show is backed by Britain's racing car manufacturers. Most are taking the opportunity to display their important 1973 productions, and the show is of such significance that Ford, Vauxhall, BMW and the Formula 1 Association chose the moment to talk about their latest moves. Whatever the political problems which abound between the racing teams, the organisers and the drivers, there is little doubt that the situation on the manufacturing side is extremely healthy.

No other country in the world can offer such a variety of cars for such a wide selection of racing formulae. There are exceptions, such as the strictly national series like *Formule Bleu* in France, but whatever the class it is virtually certain that the likes of Brabham, McLaren, March, Surtees, GRD, Royale, Lola, Chevron, Motul and dozens of others will be able to satisfy your needs. Indeed, this proliferation in manufacturers, which has been followed by engine tuning specialists and race preparation companies, is one of the most fascinating developments in post-war motor racing. It must rank as motor racing's 20th century equivalent to the Italian Renaissance. A thriving industry has gradually grown in this geographically tiny island that has no rival anywhere in the world. The real puzzle is just why it should have happened in Britain. Why not France, Germany or Italy which also have their own successful motor industries, or Switzerland which is so central? The growth of Britain's supremacy in this field runs a parallel course to that of the Racing Car Show itself. As more and more people turned to competition during the late 50s and 60s—when money was not so scarce—so the industry spiralled to meet their demands. It coped admirably in Britain, and then turned its sights to exports.

Indeed, for British racing car and equipment manufacturers, Britain has never been out of the Common Market. Europe and the world has been their market place, and it seems a pity that the Queen's Award to Industry has never been bestowed on any of them.

our cover picture

Santa Pod flame-out. Allan Herridge's Firefly takes advantage of a flame-out during a night event last November. This phenomenon is said to improve traction by melting the tread of the slicks. Drag racing is reviewed in our club survey starting on page 32.

Photo: Dick Lawrence

Pit and Paddock

F1 constructors and GPI: stalemate

The regrettable situation between the organisers and the constructors regarding the 1973 European rounds in the Formula 1 World Championship and the Canadian GP has not been resolved after formal discussions shortly after Christmas, and the Formula 1 Association stated on Tuesday that they intended to discontinue negotiations with the organising body (Grand Prix International) and instead deal with each organiser individually.

At a five and a half hour meeting in London on December 27, Grand Prix International increased their original offer to £56,000 (500,000 Swiss Francs) for each event, which was £29,000 short of the £85,000 (750,000 Swiss Francs) required by the Formula 1 Association for each race. The Formula 1 Association proposed to reduce their payment level to £68,000 (600,000 Swiss Francs) and "invest further finance by promoting each and every event with their cars and their drivers." The statement from the Formula 1 Association continues, "In return for this major concession, the association further stressed their belief in the future of F1 racing by proposing to accept 50 per cent of the profits where attendances were above the planned budgets made by circuits for Grand Prix events in 1973.

"It was significant," the constructors felt, "that Silverstone, venue for the 1973 British Grand Prix, had based their financial break even point on a relatively low attendance level of 55,000, but anticipated being able to invest £30,000 profit from this single event and sponsor their other projects.

"The association was not prepared to continue subsidising their own losses in Formula 1 racing when the small accounted profits which might be made from their latest proposals should, like the circuit organisers, be supporting the constructors' other interests, many of which directly helped in the continuing popularity of motor racing as a whole."

Negotiations with the first three Formula 1 Grands Prix, the Argentine, Brazil and South Africa, have resulted in an average payment of approaching

£110,000 (958,000 Swiss Francs), for the three events. Grand Prix International stress that the increased figures for these three races is because of the large travel expense fund necessary to transport the Formula 1 cars to these distant places, but the organisers stress that the same travel expenses do not count for European races, hence the much lower figure.

Finally the Formula 1 Association regard the CSI's announcement about the possibility of opening up the World Championship to F2 and F5000 cars (which do not have such stringent safety regulations as F1 cars), indicates clearly how the CSI is largely controlled by the organisers and stress that the constructors have no role whatever in the election to the CSI. The association express "their utter disappointment at the time and money each had spent over the last 12 months in the development of new safety regulations with the CSI, aimed at reducing the high risk elements to the drivers and their lives when the proposed involvement of F2 and F5000 cars made by the organisers and accepted by the CSI had effectively thrown out of the window any serious thoughts on safety the Commission originally considered."

Therefore, as far as the constructors are concerned, "the organisers must either reduce the number of races or pay adequately. If the organisers cannot afford to hold a Formula 1 race, the event should be held for a less prestigious classification. To degrade the World Championship by introducing inferior cars is hardly a sensible step towards improving the popularity of motor racing."

The Formula 1 Association "deeply regret" their decision to discontinue negotiations with Grand Prix International if their offers are not agreed upon, and the association plan to negotiate directly with circuit owners throughout the world on a similar basis to the successful completion of negotiations with the first three Grands Prix. Grand Prix International maintain that all financial discussions with the other Grands Prix will be directed through Henri Treu and that individual organisers will not enter into discussions with the constructors.

● With immediate effect the address for Peter Mackintosh and the F1 Constructors Association will be 149 Cardiff Road, Reading, Berks. Tel: Reading 580062; Cables: Formone Reading and Telex, 847378.

● Corgi models have just introduced a model of the Yardley McLaren M19 in 1/36th scale. Costing around 59p it is beautifully authentic in detail and colouring.

March sack Chris Amon

The off-season F1 driver reshuffle took a dramatic new development last Friday when March Engineering announced that Chris Amon will not, after all, drive for them this year.

Max Mosley of March commented, "Without wishing to dwell too long on our reason to replace Chris, 1973 is an extremely important year because the new season's Formula 1 is going very well and we wish to resolve our driver arrangements for the whole year."



Chris Amon — where now?

Meanwhile in New Zealand Chris Amon heard the news on his radio before receiving the dismissal telegram from March. Amon would not comment last weekend on developments, but

said he will be making an announcement today (Thursday).

There is little doubt that the disagreement revolves around money. Although the driver and team had agreed details of the terms — "down to who should buy the oil for the aeroplane we were to share," said Mosley — it seems that Amon requested a revised retainer to be arranged after the South African Grand Prix. This March found unacceptable and they subsequently decided to replace their driver.

These developments pose real problems about the 1973 F1 plans of Chris Amon and March Engineering. Amon was without a drive following Matra's withdrawal at the end of last season, and was all set to return to the team for whom he drove in 1970. With more eligible drivers than available cars, it would seem that this late in the season Amon has been left out in the cold. There is, however, still the chance that another team will not want to see Amon's talent go to waste.

March, on the other hand, have an easier task. While it will be difficult to replace Amon from the "left overs," there are several who could fill the niche. Their real dilemma is over whether to select an experienced F1 man (such as Graham Hill, Reine Wisell, Peter Gethin or Henri Pescarolo) or "do a Ronnie" with a potentially brilliant newcomer. Among those March have seriously considered are Jody Scheckter and Jean-Pierre Jarier.

Mechanics register

Motor Race Consultants announced a new service this week. They have formed a motor racing mechanics register as a service to competitors, teams and mechanics.

The register will maintain a record of all racing mechanics and their qualifications and ambitions within the sport. This will enable MRC to introduce mechanics to teams or for teams to obtain details of possible candidates for any vacancies without the necessity of advertising and interviewing.

The mechanics who register will pay no fees either at the time of registration or when they obtain a position. The teams, however, will pay a small commission to the register when they employ someone. Further information from C. Parsons, 01-930 9546.

Ensign news

As Mo Nunn's Ensign company goes into its third and most ambitious year they have moved into new premises. As from January 15 they will be at Unit 6 Maybrook Industrial Estate, Walsall Wood, Staffs. The new factory is about 3000 sq ft.

Nunn has taken on an American, Keane Murdoch, to look after his production side while he concentrates on the F1 project for Rikki von Opel. Currently in production are five F3 cars plus some Atlantic/FBs.

The F1 car is progressing rather slowly due to hold ups with supplies but will almost certainly be ready by the end of January. Asked to comment on how the car will look Nunn just said "It'll be different."

● Trane Air Conditioning will be sponsoring the ex-Derek Bell Brabham BT30/36 in the Silverstone Jaybrand Formula Libre championship next year for Alex Seldon.

Rondel F1 and F2 plans

A six-car works team, that was the surprising plan which Ron Dennis announced last week for Rondel Racing in 1973. The six cars will all of course be Motul M1s and the impressive list of drivers reads Tim Schenken, Henri Pescarolo, Jody Scheckter, Jean-Pierre Jaussaud, Bob Wollek and Johnny Gerber. The six drivers will be split into two teams which will be run entirely separately from each other.

The French drivers Pescarolo (graded), Wollek and Jaussaud will be in a team sponsored by Motul and run by Rondel co-director Neil Trundel. Jaussaud's signature has not been put on the contract as yet but his inclusion is a formality. This is a great chance for Jaussaud who finished second in this year's championship, while Rondel have obviously got themselves another strong driver.



Tim Schenken — three year contract.

The second team is headed by graded man Schenken while it is virtually certain that Scheckter will be the leading non-graded man (like Jaussaud his signature is still required) and 1972's FF hero Johnny Gerber will be taking a bold step straight into F2 with the third car. This team will be run by South African Richie Bray who ran the Impact McLaren team this year; he will be responsible to Ron Dennis for the general running and organisation of the project. A sponsor for the "non-French" team will be announced in the near future.

Dennis then made the long awaited official announcement concerning Rondel's Formula 1 plans.

He said "I think that a lot of people expected us to announce plans for a full scale F1 team for next year. But with the vast amount of technology and finance that would be required to start straight away from square one, I don't really imagine that it is a practical proposition, that is if one wants to be competitive. We've looked long and

hard at every possible avenue of getting into F1 and have decided



Henri Pescarolo — French team leader.

that from our point of view we should embark on a progressive plan of attack. Thus we are in the process of building a car that will be developed and tested throughout the year and if everything comes up to expectations it will be raced in a few Grands Prix towards the end of 1973. We think it is essential that the car should be technically advanced, if we are going to be competitive with Lotus and Tyrrell."



Jean-Pierre Jaussaud — big break.

The car will be designed by Ray Jessop, who was responsible for the F2 car, and will use a Cosworth DFV engine. Other engines were considered, particularly the Matra V12. As recently as two weeks ago Matra decided that the engine would not be available (does this mean that there will be an F1 Matra or two next year after all?).

Rondel have signed Tim Schenken on a three-year contract for test and development as well as racing purposes. Schenken has accepted that during the first year he will not

do very many GPs.

During 1973 the car will be known as a Motul. As Rondel's main sponsors, Motul SA, are prepared to pay part of the



Bob Wollek — third season.

development costs during the first year. Dennis said of Motul "we are very fortunate in having a sponsor like Motul who realise the true cost of motor racing and who also realise that at the beginning of 1974, when we will mount a two-car attack on the world championship, they may not be able to afford the enormous funds that are required to run a two-car GP team, however we hope that they will be with us for many years to come."



Jody Scheckter — possible champion?

Other developments in the two-year-old company are that they have been appointed MEL agents for Southern England and certain parts of Europe. On the production racing car side a total of 10 Motul M1 F2s will be built, six for the works and the rest for general sale. The first of these has been bought by Yorkshireman Chris Meek who should have the car by mid-February.

BMW announce 1973 attack

BMW Concessionaires this week confirmed details of their increased participation in Group 1 and Group 2 saloon car racing in Britain. They also confirmed that the Munich competitions department will be entering three cars in all European Touring Car Championship events, and revealed the setting-up of a Sport Parts operation in Britain.

BMW's British G2 hopes are pinned on a 3-litre fuel-injected lightweight coupe especially prepared by Alpina. Brian Muir will be the driver and the entrant will be Malcolm Gartlan — two people who have been closely associated with Ford and General Motors in the past. "Buck" Bovensiepen, head of Alpina-BMW, suggested a power output for the coupe of "more than 340 bhp."

In Group 1 there will three cars, two 3.0 Sis to be driven by Tony Lanfranchi and Roger Bell, and a 2002 Ti to be driven by Wendy Markey, wife of BMW Concessionaires' competitions manager John Markey. Bell's car will apparently have backing from Rothmans, and Lanfranchi's carries prominent Radio Luxembourg messages. It would seem that Lanfranchi, who conquered all in 1972 with his Moskvich, will still be able to compete in that class too if the races are split into two. The cars will be entered by Cronk's Garage.

Jochen Neerpasch was unfortunately not on hand to give details of Munich's G2 plans, but Anton Hille, joint managing director of the British concessionaires, said that three cars will be entered in European Touring Car Championship events and certain long distance sports car races such as Le Mans and the Nürburgring 1000 kms. Only drivers announced so far are Chris Amon and Hans Stuck and, in certain events, Jacky Ickx.

Hille said, "We're going motor racing to win, but win or lose I hope we don't lose our sense of humour in the process."

Lee Jones, BMW's other joint managing director, gave details of the new Sports Parts operation. A major supplier of this equipment which competition and road customers will be able to purchase will be Alpina. Other companies involved are Mathwell Engineering and Magoletel. Jones remarked, "The Sport Parts will not be the cheapest but they will certainly be the best available for our range of cars."

A special Sport Parts department will be opened from BMW's London headquarters — shortly to move to the Great West Road — and later from Leeds and Scotland.

● Gordon Spice announced this week that he has been appointed sole UK distributor for the Swiss FFI fireproof clothing material. The suits will be available shortly in seven sizes and four colours. Price will be between £80 and £100.

● Sherburn garage proprietor and hillclimber Fred Cliffe has been doing a fair amount of wheeler-dealing lately, and has sold his ex-Keith Holland racing Jaguar E to veteran Phil Scragg, and his ex-Max Reinhard F5000 Lola T142 to Curborough expert John Ravenscroft.

● Former racing driver and journalist Keith Kirby has been appointed Shellsport press officer as from January 1.

● The famous Ford-engined Mini campaigned by John Hiphiss last year has been bought by Ray Edge, brother of Maffery Mini king David Edge.

● The invaluable FIA International Yearbook — the Yellow Book — will not be on sale until the end of this month. The delays were caused through failures in outside supplies of information, and publishers Patrick Stephens Ltd are doing their best to make up lost time.

Radio Luxembourg plans

Radio Luxembourg announced last week big plans for motor racing promotion in 1973. In addition to the Rondel F2 team and John Woolfe Dragsters which they backed during 1971, they will also be supporting the Speed International team which has been renamed the Shell Sport Luxembourg Team.

As announced elsewhere in P&P the Rondel team will consist of six works cars while the 208 John Woolfe Dragster Team will be campaigning three cars. Dennis Priddle will have a brand new alling shot dragster in which to try to lower his British standing quarter mile record while he will also have a funny car, which will consist of a shortened dragster with a saloon body. The third car in the team will be a works backed Vauxhall Victor VX490 fitted with an F5000 Chevrolet V8 engine. This will be driven by Peter Stanford.

The Shell Sport Luxembourg F5000 team will also be running three cars. Last year's champion Gipsy van Lennep will head the team backed up by a new F5000 recruit, Tom Belso, and Clive

saloon in both the Castrol and Britax production saloon car championships. The driver will be Tony Lanfranchi who won both last year's championships in a Moskvich. He will continue to race the Moskvich whenever possible.

All the Shell Sport Luxembourg cars will be run by Jackie Epstein and be based at Brands Hatch. Shell's involvement with the team was announced a few weeks ago.

In addition to backing these teams Radio Luxembourg have also come to an agreement with Motor Circuit Developments over promotional ideas for race meetings next year. Luxembourg will be strongly promoting British motor racing in 1973 by projecting in many of its nightly transmissions the F5000 and saloon car activities of the Shell Sport Luxembourg team and its driver thus reviving the tremendous radio support originated by the pirate station Radio London five years ago. In those days stars were created overnight and attendances rose to a level which has never since been repeated.



Van Lennep (above) and Belso (right).



The Shell Sport Luxembourg G1 BMW and F5000 Lola.

Santo. Van Lennep and Belso will have two brand new Lola T330s with full works support. The cars will be powered by Alan Smith prepared Chevrolet engines. Santo will use this year's winning Surtees TS11. The cars will be in the new team colours of chrome yellow decorated with black and red decals. Van Lennep's car will be number 1 throughout the year while Belso will wear 208 which is of course Luxembourg's wave-length.

The same team will also run the BMW Concessionaires GB Ltd., backed BMW 3000 Si

Several F5000 meetings will feature joint Radio Luxembourg financial participation with MCD. At Brands Hatch on June 10 there will be a special Radio Luxembourg Day involving combined show business and motor racing entertainment. The agreement does not only cover meetings at MCD circuits but also Silverstone and Thruxton events.

In addition to all this, Radio Luxembourg announced that throughout the 1973 season each Friday at 10.15 pm they will broadcast a special motor racing news spot giving news and results of all racing events.

Argentinian Grand Prix is on again

The Argentinian Grand Prix is on again; this was the news received by the constructors in the middle of last week, just 10 days after it had been cancelled. The race will be held on the original January 28 date at Buenos Aires. The event will now be the opener of the 1973 World Championship. The change of heart is thought to have come about partly through the unexpected political calm in the country and the promises of financial support from several governments and private agencies.

However, the entry for this and the Brazilian GP which follows

two weeks later has been restricted to 18 cars because of transportation problems. Provisional entries for the two races are: JPS/Lotus, Emerson Fittipaldi and Ronnie Peterson; Tyrrell, Jackie Stewart and Francois Cevert; Brabham, Carlos Reutemann and Wilson Fittipaldi; Ferrari, Jacky Ickx and Arturo Merzario; McLaren, Denny Hulme and Peter Revson; Surtees, Mike Hallwood and Carlos Pace; March, Mike Beuttler and A. N. Other; Williams Marches, Howden Ganley and Nanni Galli; and BRM, Clay Regazzoni and Beltoise.

March Engines

March Engineering have bought what was left over of Chris Amon Engines which ceased trading last August. The directors of the new company, which will be known as March Engines, are Max Mosley and Robin Herd.

Primary role of March Engines will be the maintenance of the 2-litre BMW motors which the company will use this year. In addition it will look after the racing team's Cosworth DFVs, and, Mosley adds, "any others

that come along."

Technical expert at March Engines is Martin Walters, who was Keith Duckworth's assistant at Cosworth, working on the DFV and BDF racing engines. The business side is handled by Mike Young, who was formerly with Frank Williams, and the foreman is Peter Hass, an ex-McLaren engine specialist.

Amon Engines was taken over in November, and the new company has been trading since Christmas.

Servis again in F5000

Servis Domestic Appliances are so pleased with the results achieved by their sponsorship of Alan Brodie's Formula 5000 Surtees TS8 which Steve Thompson has been driving during the past season, that they are making an even bigger splash with their washing machine promotion in the coming season. The ex-Sid Taylor Chevron B25 will be driven by Steve in the Tasman series, before being flown back for the first round of the Rothmans series.

The Chevron is already in New Zealand and the team have sent out three brand new Race Engine Services Chevrolet motors which should keep them going throughout the series. The Surtees will probably be retained for display purposes at least and there is a possibility that it will be run as a second car for a yet-to-be-chosen driver. At each round of the championship Servis will have a mobile display unit which will offer a free laundering service for mechanics' overalls.

Bernie Ecclestone shows Italian F3 bird, Lella Lombardi, the way round the cockpit of her new BT41.





MECHANIC WANTING JOB? JOB WANTING MECHANIC?

**The Motor Racing Mechanics Register,
Motor Race Consultants Ltd.,
40 Pall Mall, St. James's, London, S.W.1
Tel: 01-930 9546**

MRC have formed a Mechanics Register to enable teams to locate experienced personnel through one reliable source and to enable mechanics to find suitable jobs quickly. Every mechanic is invited to register for the '73 season whether or not you have a job — your requirements may change mid-season. Mechanics will NOT PAY ANY FEES either for registration or on finding an acceptable post through the register. Teams requiring personnel should get in touch with MRC.

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MRC have available for the 1973 season a 2-litre Group 5/7 Chevron B21/23 for contract hire. We can offer the car for five 1000 kilometre races and seven European championship races at a price that would allow you to make a profit. Please contact MRC at 40 Pall Mall or on Stand 17 at the Racing Car Show.

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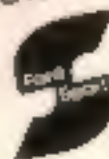
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Ford G2 plans and new Mexico sponsor

While BMW announced their Group 2 plans with Brian Muir early this week, Ford also took the opportunity to announce their British G2 programme which will be run by Ralph Broad, whose Broadspeed team will enter and prepare a Capri RS2600 for the works. Although no driver was named, it is expected to be Dave Matthews.

Gill Fortescue-Thomas will drive a 1300 BDA engined Broad-speed Escort in the Group 2, but Ford are not supporting any cars in Group 1 in 1973.

In Europe, again Michael Kranefuss' Capri challenge is a formidable one with the contracted drivers Dieter Glemser, Jochen Mass, Gerry Birrell and John Fitzpatrick joined by a number of Formula 1 drivers on occasions, who will be named prior to the first ETC round at Monza on March 25. In addition to the European Touring Car

Championship, Ford will run their Capris at Le Mans, Targa Florio and the Nürburgring 1000 kms.

Motorcraft will sponsor the Ford Escort Mexico Challenge for the first time in '73 and only one type of intermediate racing tyre from Dunlop will be permitted for the '73 season. There are 12 British rounds in the championship, with their exploits continued in Europe with championships planned in Belgium, Denmark, Holland and Italy.

Turning to single-seaters, Formula 5000 will be increased in Ford's increased bonus scheme which will give away up to £10,000 to successful Ford privateers.

The Mexico dates are:

April 21, Ruffery; May 27, Brands Hatch; May 28, Enstone; June 14, Castle Combe; July 29, Silverstone; August 26, Mallory Park; September 9, Cadwell Park; September 16, Ingdon; September 22, Oulton Park; October 3, Croft; October 14, Mallory Park; October 22, Oulton Park.

No Trojan G7s

Trojan's Racing Car Division are to cease production of the McLaren CanAm cars. Managing director Peter Agg said, "After eight years it is a sad step for us to take, but McLaren have already announced their non-participation in the next CanAm series and are now concentrating their energies more on expensive one-off machines like the Indy, than on developing and proving cars for follow-on production.

"As a result, Trojan has decided to go it alone and will shortly be releasing details of an exciting new development in this connection," said Mr Agg. But he added that the company will still be offering McLaren M21 Formula 2 cars laid down under a previous deal with McLaren for next season.

Fitzpatrick's plans

This year's European GT champion John Fitzpatrick has confirmed that he will be doing the championship next year as well as the European Touring Car Challenge. For the GT Championship Fitz will again be driving for Erwin Gremer who has bought a Porsche Carrera RS for the series.

Fitzpatrick will of course be in the Ford Capri team for the ETCC. There is a possibility that he may also take in some Trans Am events towards the end of the year with the Porsche.

● Our apologies to "Smiling Tom" Belso, the Danish F2 driver who got left out of the F2 championship table in our Dec 21 issue. Belso who drove a Brabham BT38 sponsored by DanBlock scored five points which makes him 17th equal with James Hunt. He scored the points with a fifth at the first Hockenheim meeting and a fourth at Albi.

Thruxton's 1973 programme

There will be just ten days of motor racing at Thruxton next year; the remaining two days of the circuit's allowance being taken up by motor cycles.

The car dates are March 25 (championship meeting); April 21 and April 23 (Easter F2 meeting); May 26/28 Whit Monday F2; June 17 (championship meeting); July 8 (championship meeting); August 5 (European GT championship round); September 16 (championship meeting); October 28 (championship finals meeting).

Peter Browning supervises the lifting of Emerson Fittipaldi's JPS onto the central stand of the Racing Car Show last Monday.



Dave Walker in F1 Tecno?

It seems almost certain that Dave Walker will be driving the Alan McCall designed Tecno F1 car this year. The Australian said at Brands Hatch on Boxing Day that he had been to Italy twice recently and things look promising. He is due to return during January to finalise the details. Apparently there are 22 flat 12 engines available for the project this season and McCall is well underway with the chassis.



Dave Walker — Italian visits.

This is very good news for Walker who had such a miserable year with the second JPS Lotus last season. If the Tecno deal comes off his programme for 1973 will be full as he will also be leading the GRD F2 attack and hopes are high for a good G2 drive.

Quite what is happening with the David Yorke Martini Rossi set up is still not clear. A chassis is being built in England by the very busy John Thompson and Tecno engines will be used. This car will be backed by Martini and run by Yorke probably for Derek Bell although out of work Chris Amon might be a possibility.

Len Terry's Plan-a-Car

Len Terry's Design Auto set-up in Dorset is offering a new service to racing car customers. In an attempt to beat the increasing costs of off-the-shelf racing cars they have formed a Plan-a-Car division which will enable anyone with minimal basic mechanical knowledge to construct his own car without specialised equipment.

To do this Design Auto have produced on general sale sets of easy to follow plans, consisting of nearly 100 detailed drawings, plus a comprehensive parts list which specifies companies able to supply necessary materials and components.

The designs are improved and simplified versions of proven 1972 vehicles and are available now for the following models: F5000, F2, F3, Atlantic, FB and FSV. This list will be increased in the near future. Depending on the category these plans will be available from £75 from Design Auto, Ferndown Industrial Estate, Wimbourne, Dorset. (Tel: Fern-down 71963).

CanAm regs

The SCCA has ruled that CanAm cars must be equipped with fuel tanks with a maximum capacity of 110 gallons and that vehicles must be fitted with an SCCA or FIA approved dry-break refueling system. Although it is not anticipated that CanAm races will be increased in length this year, for 1974 however races will be of 500 kms and refuelling will be necessary.

B.R.D.A.

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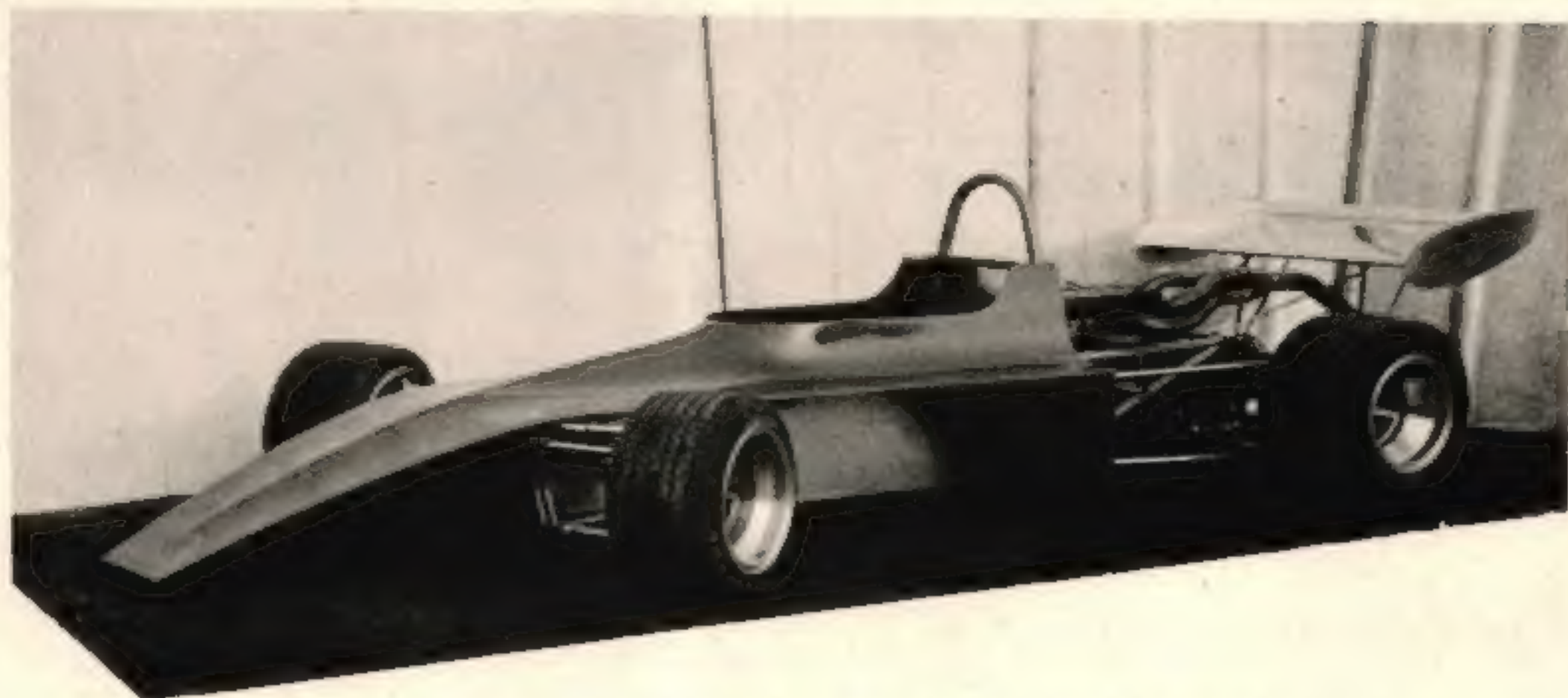
MARTIN RACING DEVELOPMENTS

martin

Martin BM10



Martin BM12



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Schechter speculation

Much speculation surrounded the arrival in Britain recently of 22-year-old South African Jody Schechter, following his successful exploits in the March-BMW 735 in the Springbok series.

At the end of last year, Schechter competed in a couple of Formula 1 races with the Yardley McLaren M19A after running the works Formula 2 Impact McLaren M21 all season, and his outstanding performance in the American Grand Prix hopefully assured him of a works Formula 1 McLaren drive in 1973, his second year with the team.

However, sponsorship for the third Formula 1 McLaren in 1973 has not yet been obtained and as a result it appears he will be

restricted to half a dozen Formula 1 races with McLaren unless a sponsor is found by the start of the European Grand Prix season. As he is bound to McLaren for contractual purposes, it seems unlikely that he will be driving for any other team in Formula 1.

With regards to Formula 2 Jody Schechter is expected to sign a contract within the next few weeks between either Rondel or March to drive their works F2 car in the European Championship. And as reported in *Pit & Paddock* recently, he is expected to be one of the star drivers to appear in the works Ford of Germany Capris in certain European G2 and/or World Manufacturers Championship rounds.

Lancashire club

The Lancashire Motor Racing Club has recently been formed under the chairmanship of former Team Surtees racing manager Gavin Frew for all holders, past or present, of full racing licences. The club's headquarters will be at the Longridge track belonging to Lancashire Racing Circuits Ltd near Preston. A clubhouse has already been built and the circuit has recently been brought up to RAC specification; the first meeting will be in April. Further details can be obtained from the secretary G. Brown, 23 Aubigny Drive, Fulwood, Preston.

● The Kurt Bergmann developed Opel F2 engine should be homologated on April 1 next year. He has already constructed a Kai-mann chassis and Helmut Koenig will start testing the project early in the new year.

● Our Tyneside spy reports much of interest. Apart from Johnnie Blades's car, there should be at least two other Clan Crusaders in mod sports next season, while Dave Muter is working on a 150 BHP turbocharged Mini. Rumour has it that he is employing Roger Penske as design consultant! Another fearsome special saloon project on the stocks is a Rover V8-engined Marina from the irrepressible Andy Barton.

Show competition

Rothmans and Motor Racing Stables have combined to run a major feature competition at the Racing Car Show. It will be called the Speed Reaction Centre and will consist of a series of entertaining tests to evaluate the visitors' potential in becoming racing drivers and prizes will be awarded on a points basis.

There will be knockouts and daily prizes and then a grand final on January 13. The overall winner will receive a Golden Vauxhall Viva 2300 while the other big prize is two air tickets to Los Angeles.

● The very useful MCD Fixture booklet is now available. It contains details of over 150 car and motor-cycle meetings to be held during 1973 at Brands Hatch, Mallory Park, Oulton Park and Snetterton. Also included are how to get there information, local garages, hotels, etc. The book is available free from Brands Hatch Circuit, Fawkham, Dartford, Kent DA3 8NG at a 6½ x 4½ in SAE is enclosed.

● Seen spectating together at the Boxing Day Brands meeting were Frank Williams and Barry Boardman, PR man for Marlboro; an announcement seems imminent.

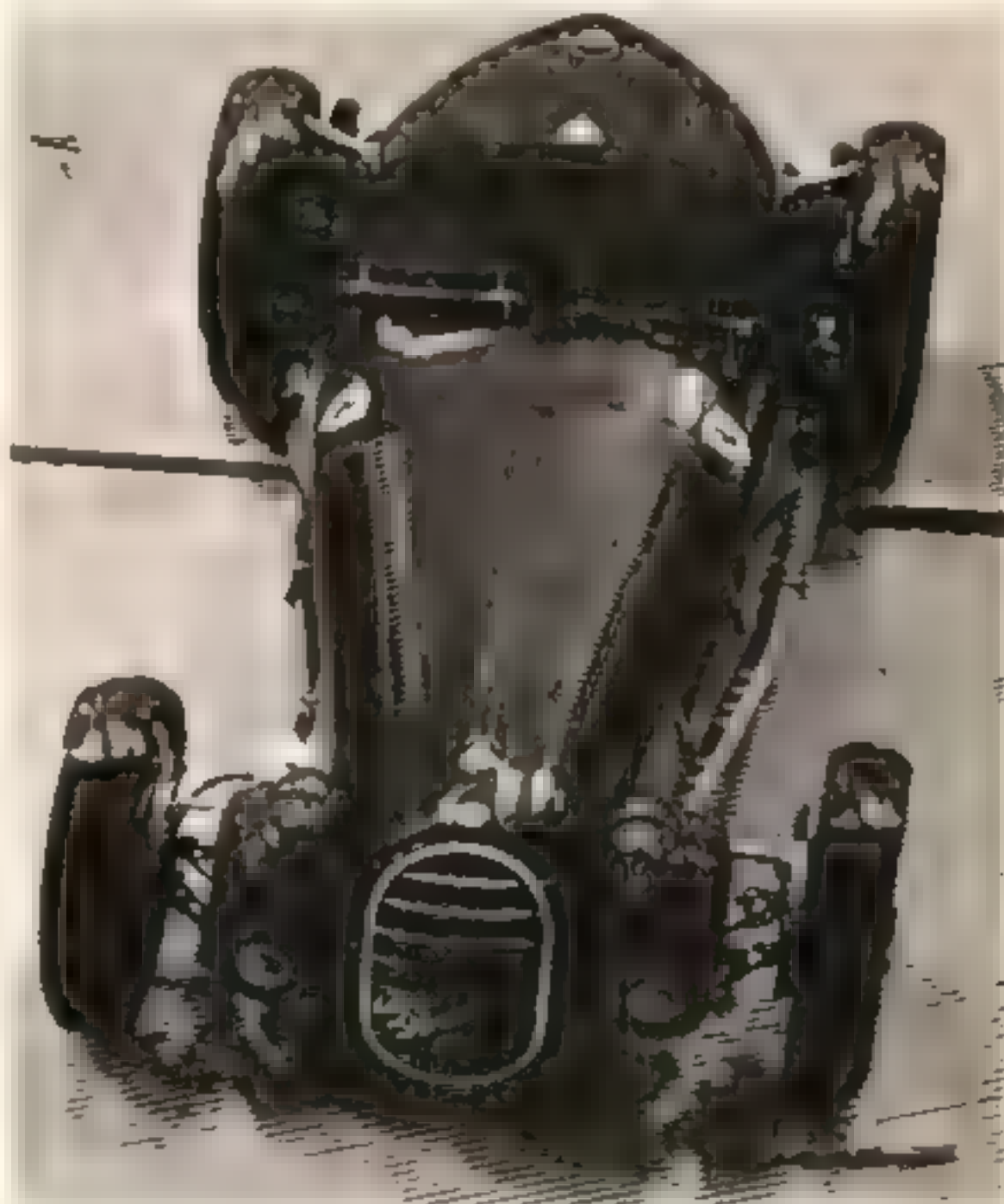
● David Purley who made a promising debut in F2 this year is uncertain of his plans for 1973. He was hoping to do another season of F2 sponsored by LEC Refrigeration but LEC have cut their budget drastically and his plans will not be finalised until a new sponsor is found.

● Tony Kitchener is hoping to start an agency for motor racing technicians. All skilled men who would like to register should contact Kitchener at stand 90 at the racing car show. He hopes to be able to supply work throughout the year for all skilled men throughout the teams and factories.

INTERNATIONAL DIARY

January 6
Pukekohe, New Zealand (Tasman)
January 13
Luton, New Zealand (Tasman round 2)
January 13/14
Riviera, France
January 19/21
M. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31
January 20
City of London Trophy, New Zealand
January 21
Riviera, France (NASCAR)
January 27/28
Tasman, New Zealand (Tasman round 3)
January 28
Agerne Grand Prix, Formula 1 round 2, World Championship

Rare bird at the show this is a 1937 supercharged straight eight Alfa Romeo



By Barry Foley

CATCHPOLE



AUTOSPORT is giving unequalled coverage of the Racing Car Show. Last week we published a complete stand-by-stand guide and next week we shall review the accessories. The present article gives live coverage as the result of a sneak preview and deals with the highlights of the show, including the many new racing cars which are being introduced there.

Opened by Graham Hill yesterday (Wednesday), the exhibition will continue until January 13 inclusive, with Sunday opening for the first time. It is incredible how, in a few short years, the status of this event has risen. At first, it was considered to be not quite respectable by the upper crust of the motor industry. Indeed, the Society of Motor Manufacturers and Traders disapproved of their members taking part. Now, this august body has actually joined the British Racing and Sports Car Club in organising the show at Olympia, their one and only Gerry Kunz managing it with the same skill which he displays at Earls Court for the Motor Show.

The first few shows took place before motor racing was a multi-million dollar sport and new racing cars were few indeed. Some rather awful glassfibre sports bodies were shown, often concealing the humble Ford Popular's chassis beneath their voluptuous curves. Some of the go-faster equipment which was then offered only succeeded in making production cars produce more noise and use more petrol when doing it. Yet, out of all that has grown a highly respected international exhibition, which houses examples of just about all the latest competition cars, to a total value which is astronomical.

Motor racing has its problems and disputes, some of which have perhaps been given too public an airing, to the detriment of the sport's image. When advertising on the cars was first permitted, it was accepted that some of the more conservative spectators would go elsewhere for their entertainment, but it was

INTERNATIONAL

Racing Car SHOW 1973



A review by JOHN BOLSTER of the important exhibition which opened yesterday at Olympia

Photos by PETER BURN

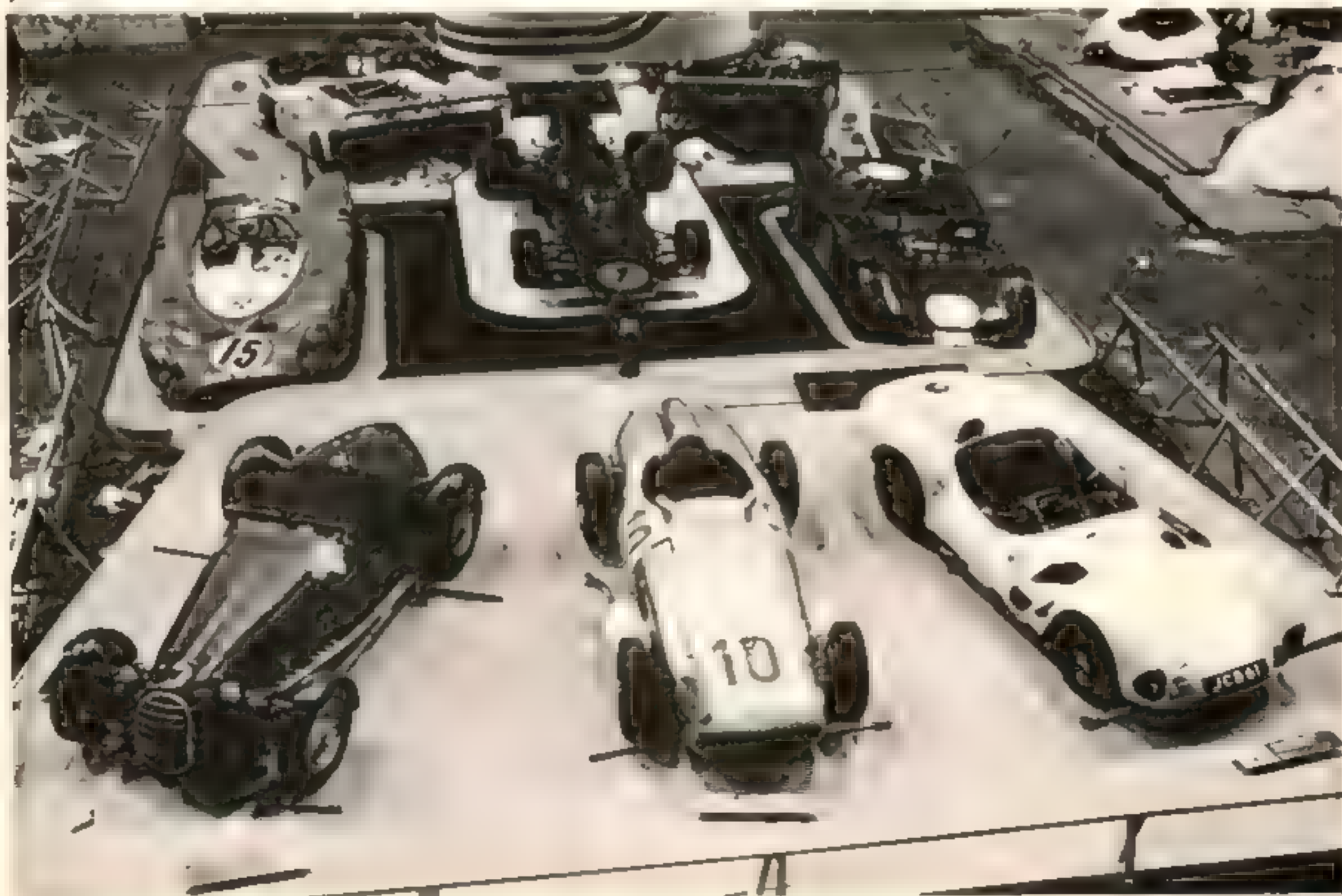
assumed that they would soon be replaced by the younger generation. However, the number of spectators has continued to dwindle, yet the queue of prospective drivers has increased a hundredfold. There are many other problems, too, some of which are visible at this show.

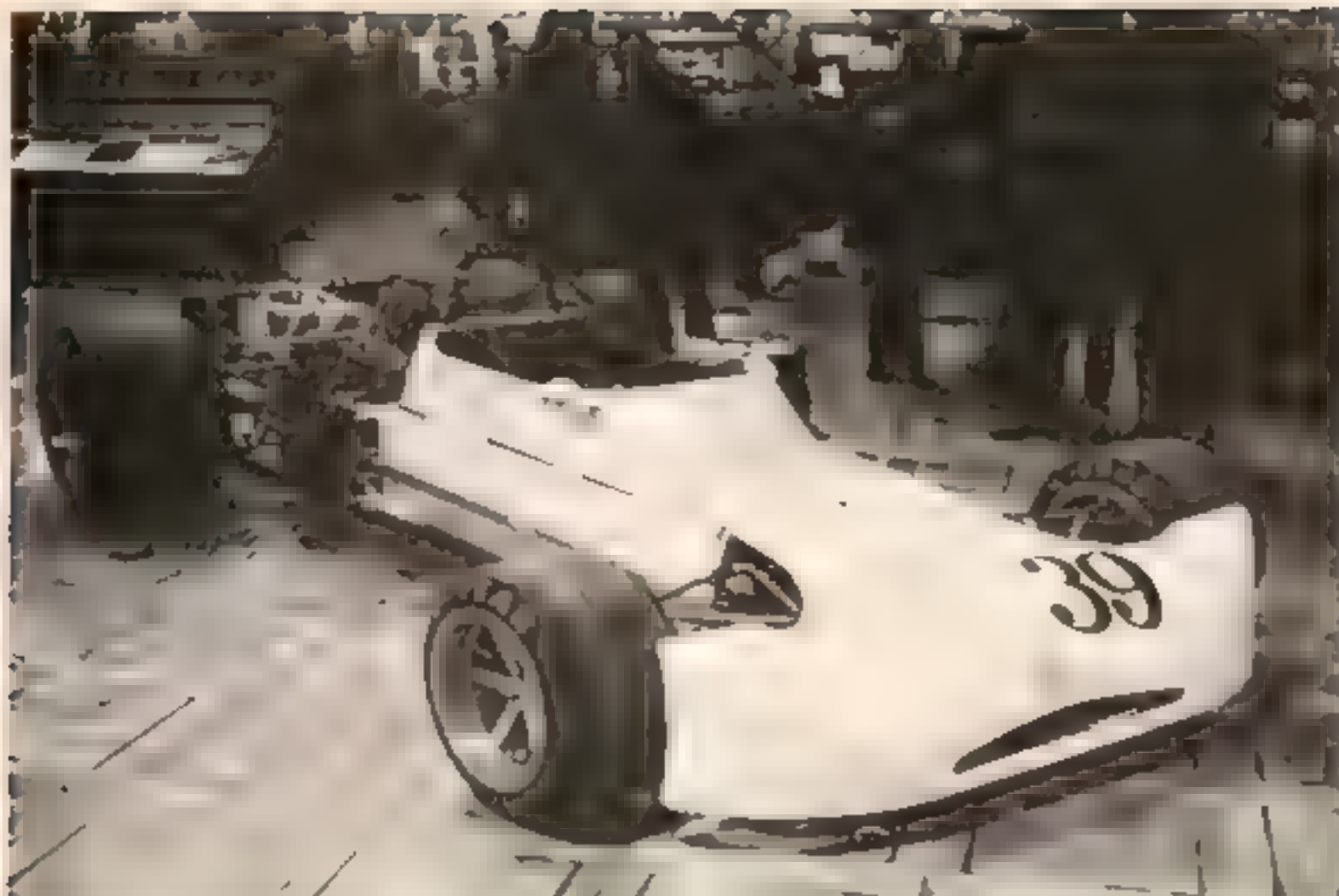
Stupid regulations have caused the engineers to produce machinery which cannot please them. "Stock block" formulae tend to fatter engines which are both costly and unreliable, the exact opposite of the intention. The Formula 2 engine, with only four cylinders for 2-litres, is a glaring example and the F5000

units are now so expensive that it would have been cheaper and far better to design proper racing units in the first place. The first requirement in getting racing back on its feet is to rethink all the regulations right through, leaving the technical matters in the hands of engineers.

Nevertheless, those who are pessimistic about the future of the sport must be heartened by the splendid display of new models at Olympia. However, it is becoming a tradition that the car used by the new World Champion shall be the centrepiece of the main display and Emerson Fittipaldi's John Player

Ancient and modern. The central exhibit shows a 1937 Alfa Romeo, Mercedes Benz W196, Maserati, Matra Simca, Ferrari 312P and the Champion's JPS.





March's first production F5000 makes its debut at the show

Special has this honour. The Lotus 72 is by no means new and it has been amusing to watch other manufacturers copying its twin, side-mounted radiators, only to revert to the more usual front position in many cases.

The March with which Niki Lauda took the F2 championship in the John Player series still has its side radiators as has the enormously successful F3 GRD which Roger

Williamson drove for Tom Wheatcroft. The TS10 Surtees, on the other hand, with which Mike Hailwood won the European Formula 2 Trophy, has a front-mounted radiator. No display of racing cars would be complete this year without a Porsche 917-10 in this case Leif Kinnunen's Interserie car. The flat-12 air-cooled engine develops nearly 900 bhp from 4.5 litres, the car being worthy of the closest

study. The Matra Simca 670, with which Graham Hill and Henri Pescarolo won Le Mans, has been busy lately travelling to all the motor shows but seems strangely silent without its triumphant song. This was the only race for the sports car championship that was not won by Ferrari which is also at Olympia.

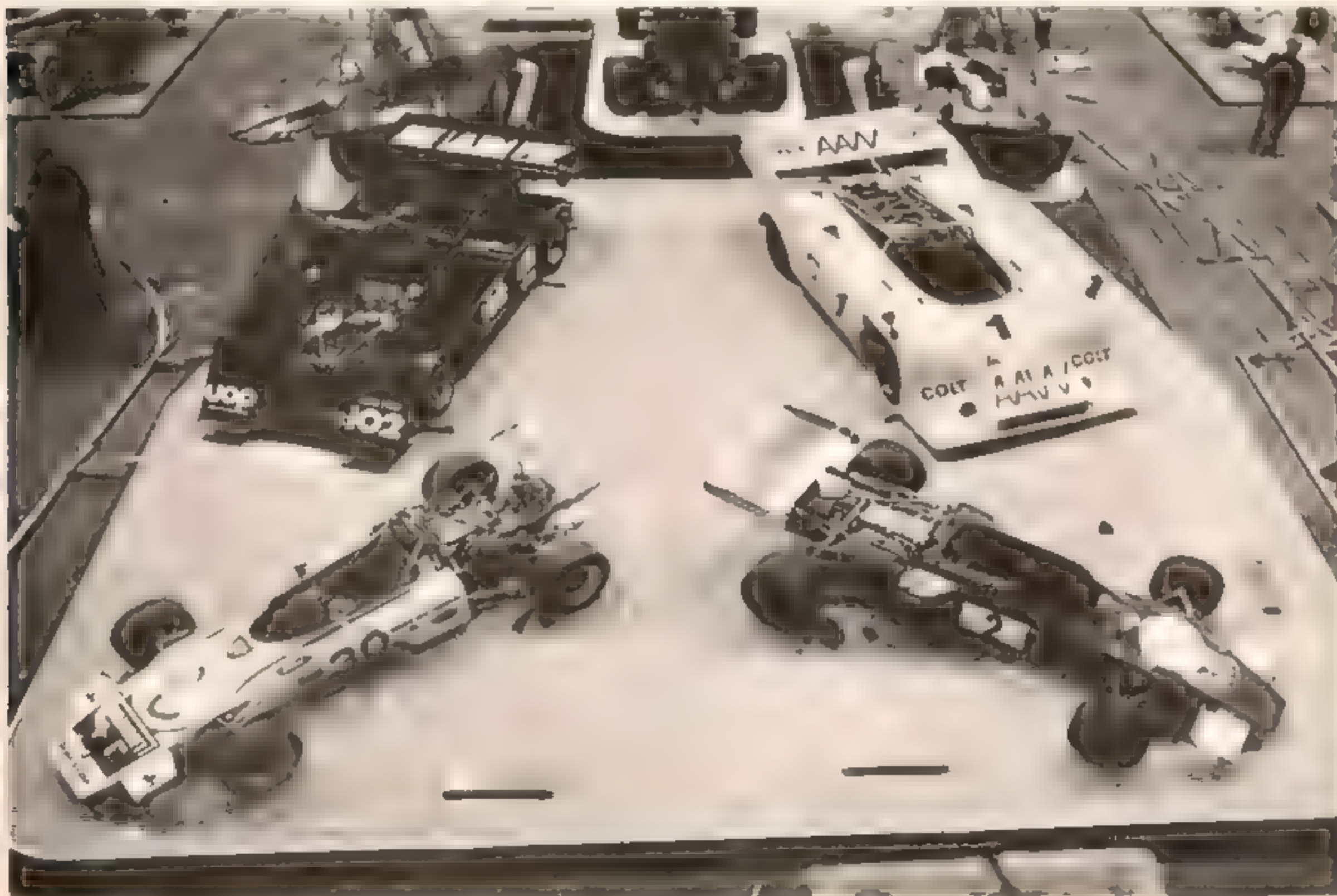
Though the UOP Shadow, with its 750 bhp aluminium Chevrolet engine, was overwhelmed in the CanAm series by the Porsche 917-10, it is of particular interest because its builders are going into Formula 1 and acquiring premises in Britain as a base. The Surtees TS11, with which Gijs van Lennep cleaned up the Rothmans European F5000 Championship, looks surprisingly compact and has an attractive shape. Space does not permit the mention of all the champions, but one must notice a couple of saloons, Roger Clark's Ford RS 1600 of RAC Rally fame and Tony Lanfranchi's unbreakable Moskvich 412.

In a show such as this, historic cars should be few and of special interest. This has been achieved and nobody would begrudge Fangio's Mercedes-Benz W 198 its place, though it is a pity this famous car is now rather scruffy. Willie Green's T61 Birdcage Maserati, on the other hand, is immaculate in Anthony Bamford's JCB colours. Most interesting is a very rare supercharged straight-eight Alfa Romeo sports car of 1937, with Porsche-type trailing-arm front suspension and swing axles behind. This car bears the Scuderia Ferrari badge.

There are many other successful competition cars, perhaps just as interesting as those already mentioned. In any case, only a personal visit can uncover all the gems in this incredible collection.

Perhaps the principal function of the Racing Car Show is the introduction of new models. Let me mention the new 1 found with the assistance of Ian Phillips, who is very good at spotting interesting shapes under dust sheets.

Other central exhibits are Williamson's GRD, "Shadowed" by Oliver's CanAm car, Kinnunen's Porsche 917-10 and the John Player F2-winning March of Lauda.



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in Class 1 of the RAC Rally

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Racing Car



There are two new Brabhams, the BT40, which can be supplied in B/Atlantic or F2 form, and the BT41 for F3. The principal difference is that the BT40 has an all light-alloy monocoque whereas the BT41 has a steel interior skin as it would be under the permitted weight with the more expensive construction. All versions have centrally mounted radiators and inboard rear brakes but for F2 the heavy duty Hewland FG400 gearbox is used, the lighter FT200 being employed with less potent engines and the Mk 2 is standard for Formula 3. The monocoques are true to their name right up to the bulkhead and completely new, while some revision of the suspension geometry has taken place.

Though the well-known type 330 Formula A/5000 Lola is still the three-quarter monocoque of last season, there are new sports racing models. The T292, which was first seen at Jarama in November, differs considerably from the previous T290 with a longer and more pointed nose, a higher rear wing, and inboard rear brakes. It will take any available 2 litre engine. A 3-litre version, the T262 will have similar body changes. Two new single seaters are the T300 Formula B Atlantic/3 and the T320 Formula Super Vee.

Now from John Surtees is the TS15 with a monocoque of most attractive shape incorporating a wide nose and front radiator. The power unit of the car at Olympia is a Brian Hart alloy block full 2 litre BDA. By tidying up the rear end, the time for an engine change has been cut from 6½ hours to 2 hours, which is one of those hidden improvements that make such a difference in a busy season.

The Cross 26F is another new F2 car. Designed by Leslie Drysdale, it has a front radiator instead of the side radiators of previous models. The engine is a Brian Hart injection unit with alloy block and the rear brakes are inboard. Type 25F is the Formula Ford version.

Royale have an entirely new Formula Ford car, the RP16. This car has aluminium side radiators joined into its aerodynamic body, the cooling system holding less than one gallon of water. Inboard rear disc brakes are used in conjunction with the new Hewland Mk 8 gearbox. Considerable modifications have been made to the Formula 3 RP11A and Atlantic RP12. Of these, the most important is a very attractive all enveloping tail section developed in the wind tunnel which increases maximum speed and reduces the tow for rival cars. The extremely successful Super Vee RP18 has been altered to take advantage of recently eased regulations, and a sports racing car, RP17, will take any engine up to 2-litres.

The Eden Mk 12 is a Formula 3 car with light-alloy plating of the space-frame chassis. It is three inches longer than its predecessor for driver comfort and has a front radiator and full tail treatment. Liberally drilled brake discs are used.

Also new, the Martin BM12 is a Formula Atlantic single-seater with a space frame and side radiators. The show car is as yet incomplete.

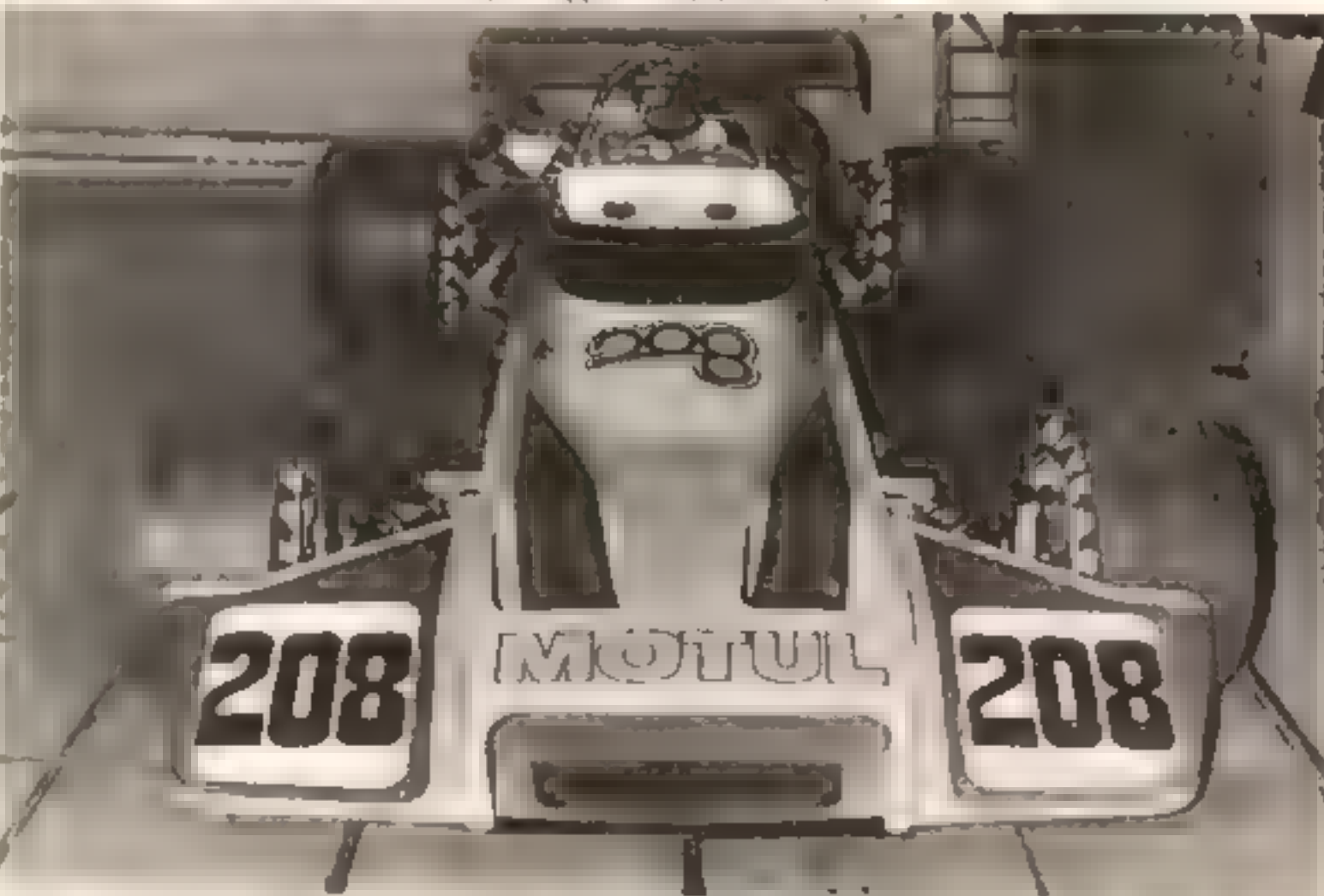
The Motul M2 is the first car produced by a new firm started by Rondel Racing. It is a Formula 2 car with a front radiator and BDA engine.

The new Chevron B23 is a 2-litre sports car with a 1930 cc Alan Smith FVC engine. The new body is three inches lower at bulkhead level and the front suspension and brakes have many changes. There is also a new full monocoque F2 car with a front radiator called the B25.

GRD present their first sports car, the S73, with a Racing Services 2-litre light-

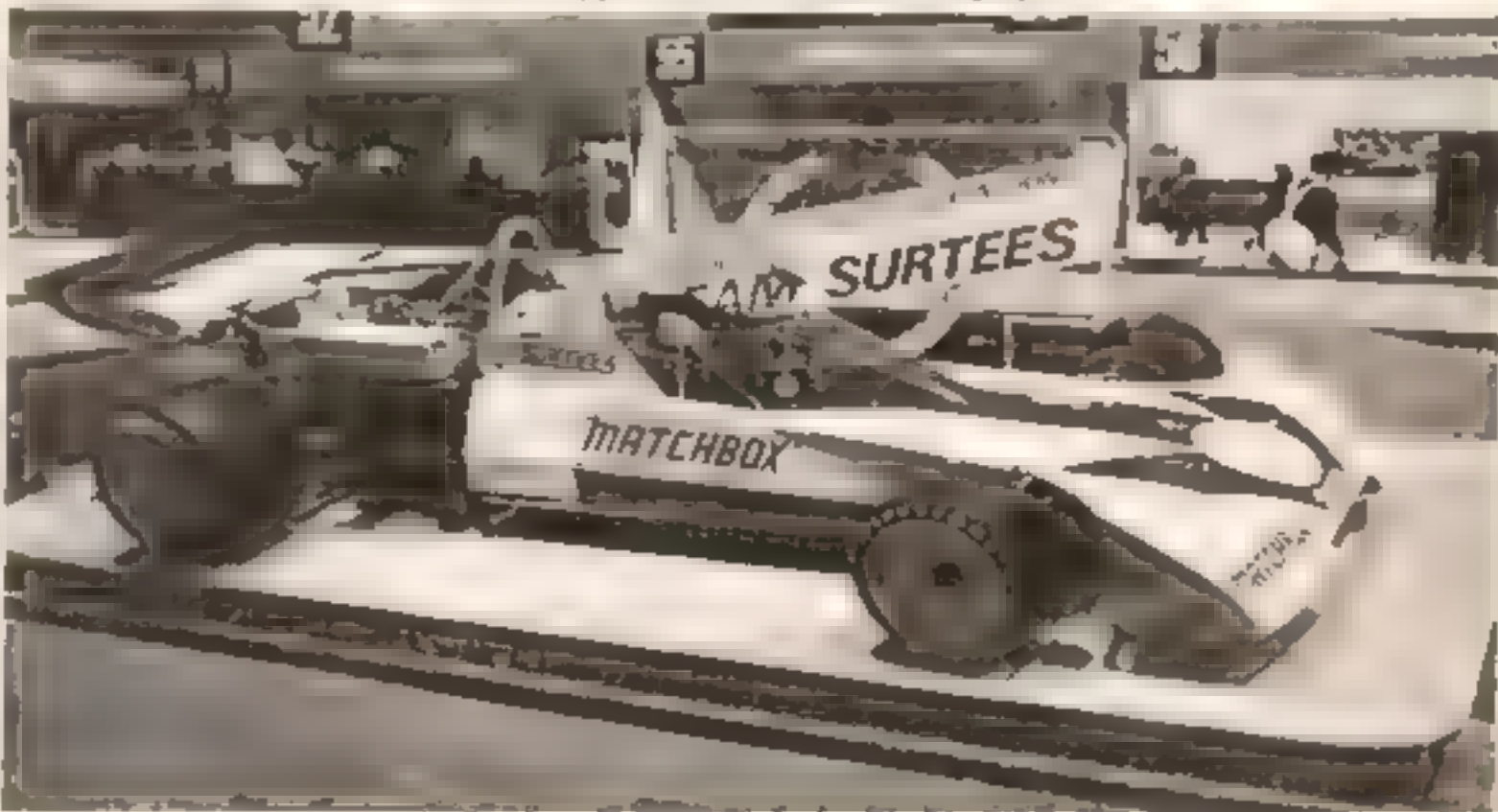


John Miles 2 litre GRD makes its first appearance at the show



The F2 Motul, made by Rondel Racing, shows its new colours, as announced in Pit and Paddock this week

The F2 Surtees TS15 makes its first appearance in Britain at Olympia



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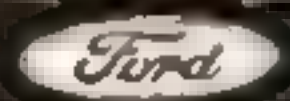


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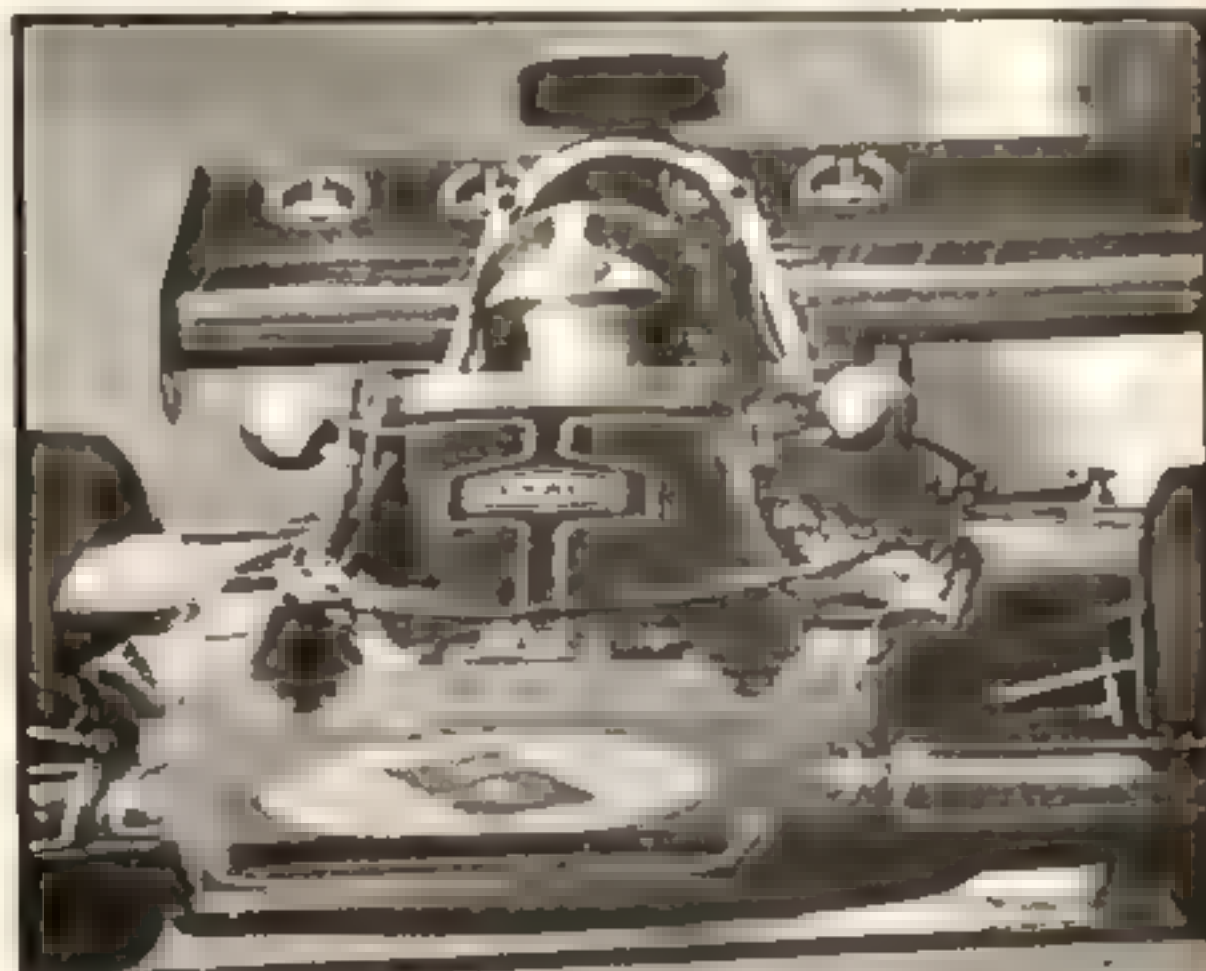
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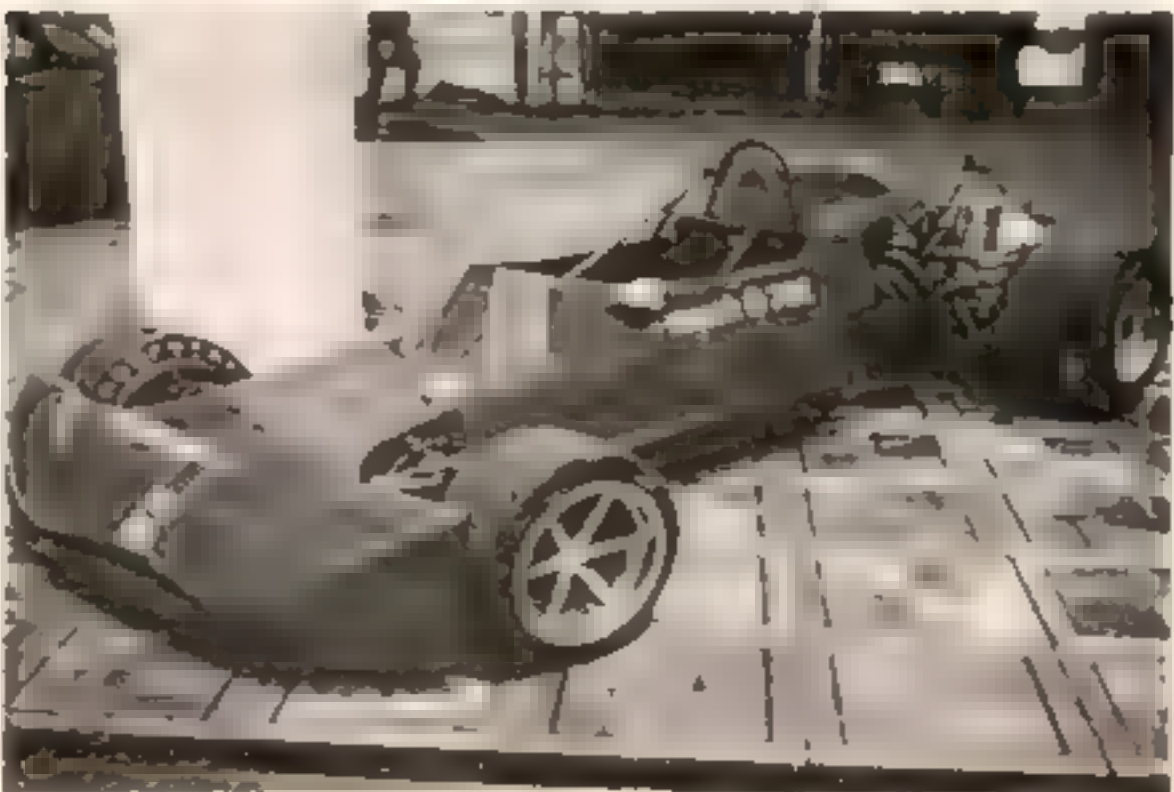
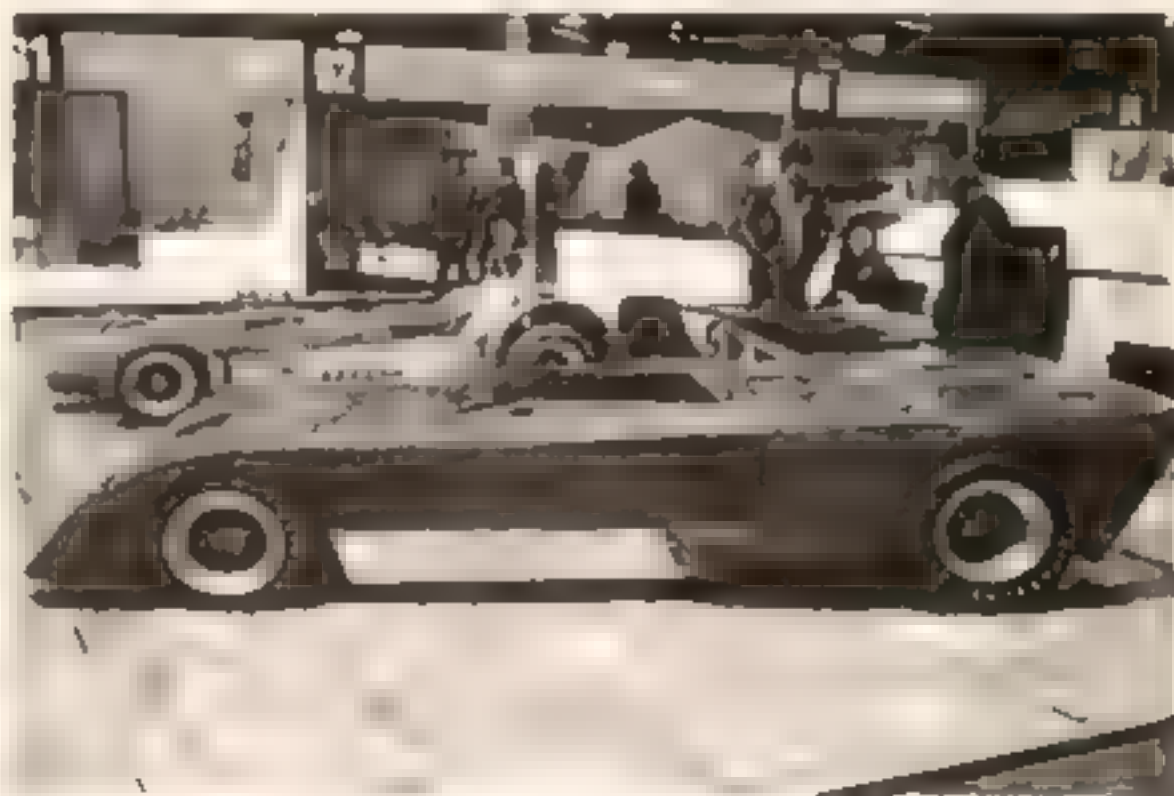
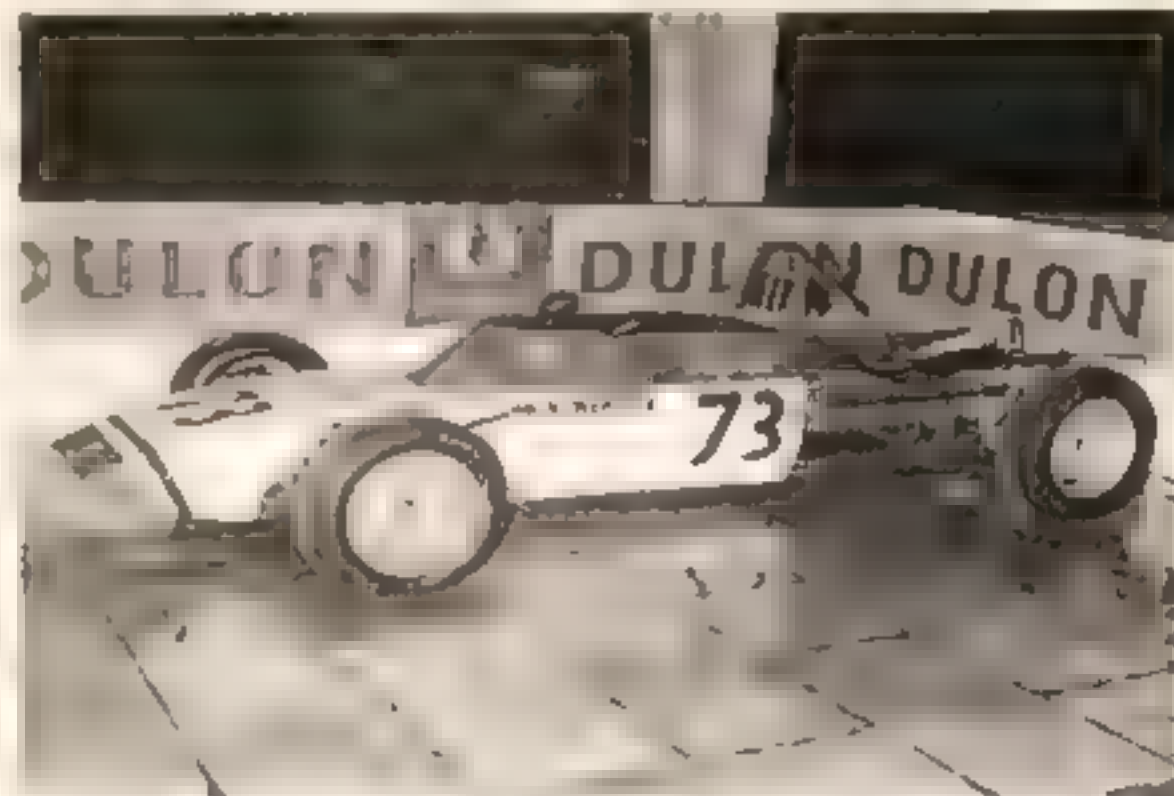
alloy engine. It has a very wide and low appearance. A Formula 2 car with side radiators has Roger Williamson's name on it and again a Racing Services engine. The Formula 1 Atlas version is shown with a Holbay engine.

March have a batch of new cars, including the first real, not adapted, Formula 5000 of this make. Called the 73A, it has the typical March high cockpit sides and forward-braced rollbar. The radiator is at the front and the rear ventilated discs are inboard. The show car has been sold to American John Gunn. Also with a front radiator, the new 733 Formula 3 car was exclusively announced in AUTOSPORT last week. The 735 is the 2-litre sports car with the hot BMW engine which can only be acquired with a March car. This one has not been seen before in England but has been raced in South Africa by Jody Scheckter. It has side radiators with long channels in the body sides to lead in the air. The 2-litre 16-valve twin-cam BMW en-

gine is also shown in the March F2 car. It is very narrow but looks wider because of the exposed pipes on either side from the front radiator. Again, the rather unattractive high cockpit sides are featured.

It would be unthinkable for any enthusiast to miss this year's Racing Car Show—don't forget that there won't be one next year! The thriving British racing car manufacturers are here to do business in a big way. You can still buy go-faster bits and there are various entertaining sideshows, but this really is a show of racing cars for people with cheque books at the ready.

Finally, don't forget the AUTOSPORT stand where you will be very welcome and the latest Gryphon clubman's car can be examined.



The latest Gryphon C73 Clubman's car which will be driven by Noel Stanbury this year is featured on the AUTOSPORT stand (top left).

Dulon's successor to the successful LD9 FF car is the MP15 (top right).

Alfa Romeo are showing their aggressive-looking Montreal in Group 4 trim (above).

Chevron have got their new 2-litre car on their stand (the B23) plus the B1 clubman's which was their first ever model (above right).

The March-BMW 732 F2 makes its debut at the show. Like all the new March models it features a wide nose, forward-braced roll bars, front radiators and a built-up cockpit (opposite).

Dealer Team Vauxhall an important new deal

Up to now, the enthusiastic clubman has been very limited in his choice of manufacturer. But Dealer Team Vauxhall has had good success in 1972. There's now a nationwide organisation of specialist dealers. And an attractive bonus scheme.

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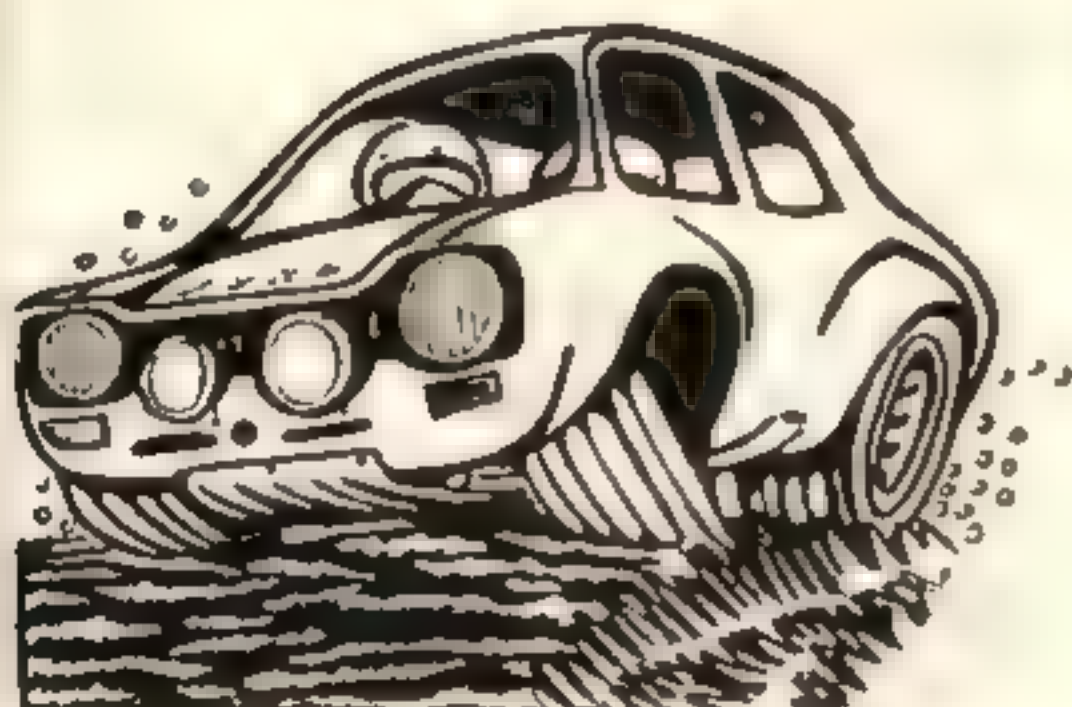
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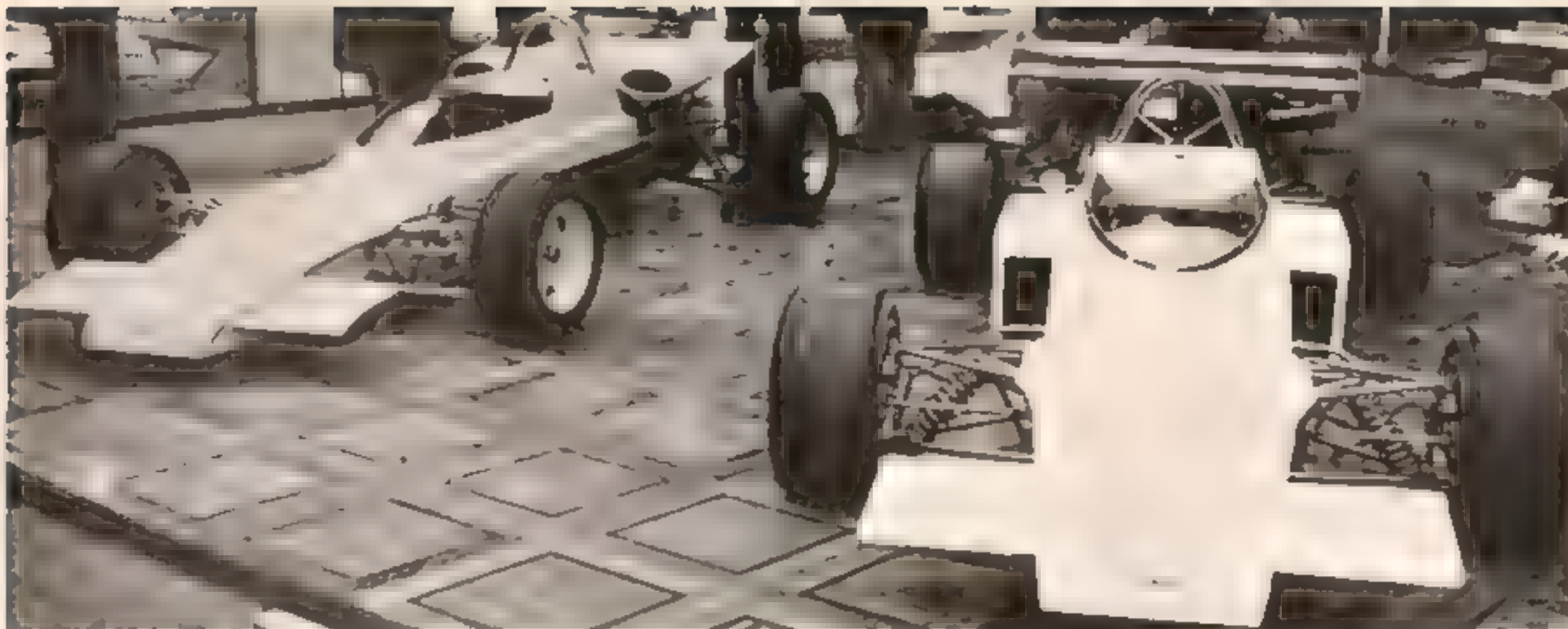
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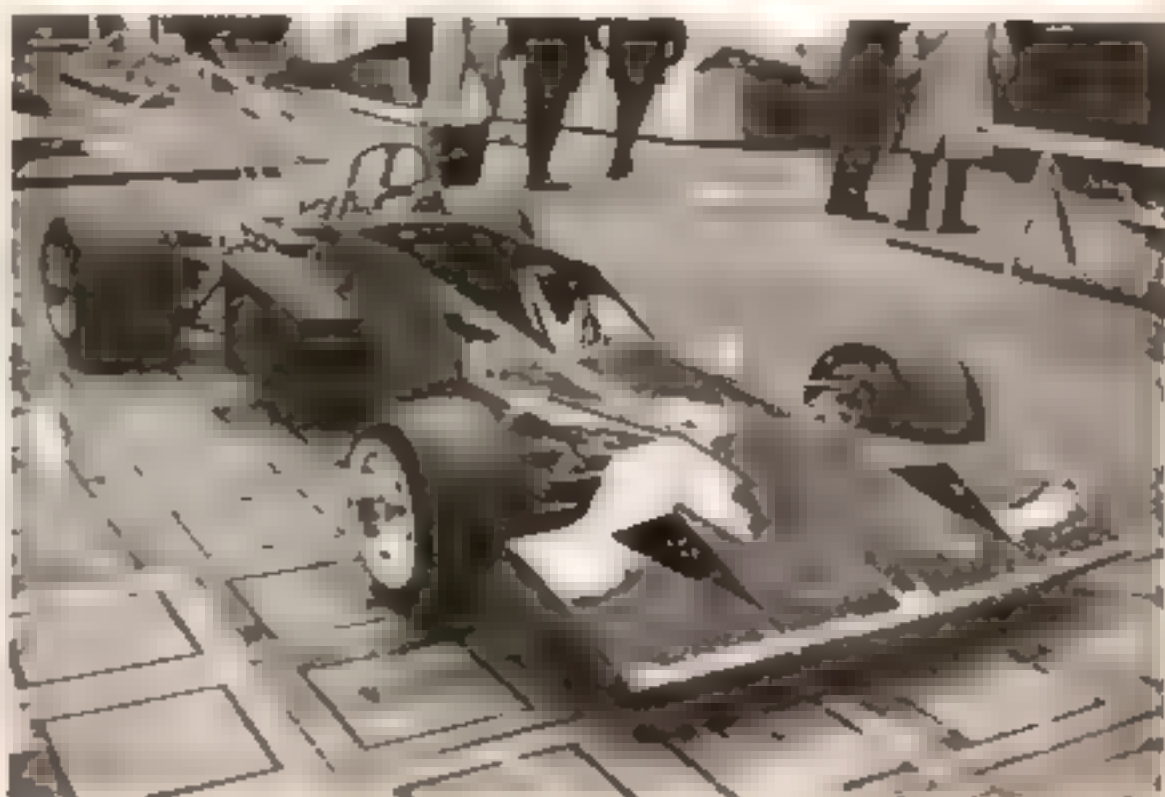
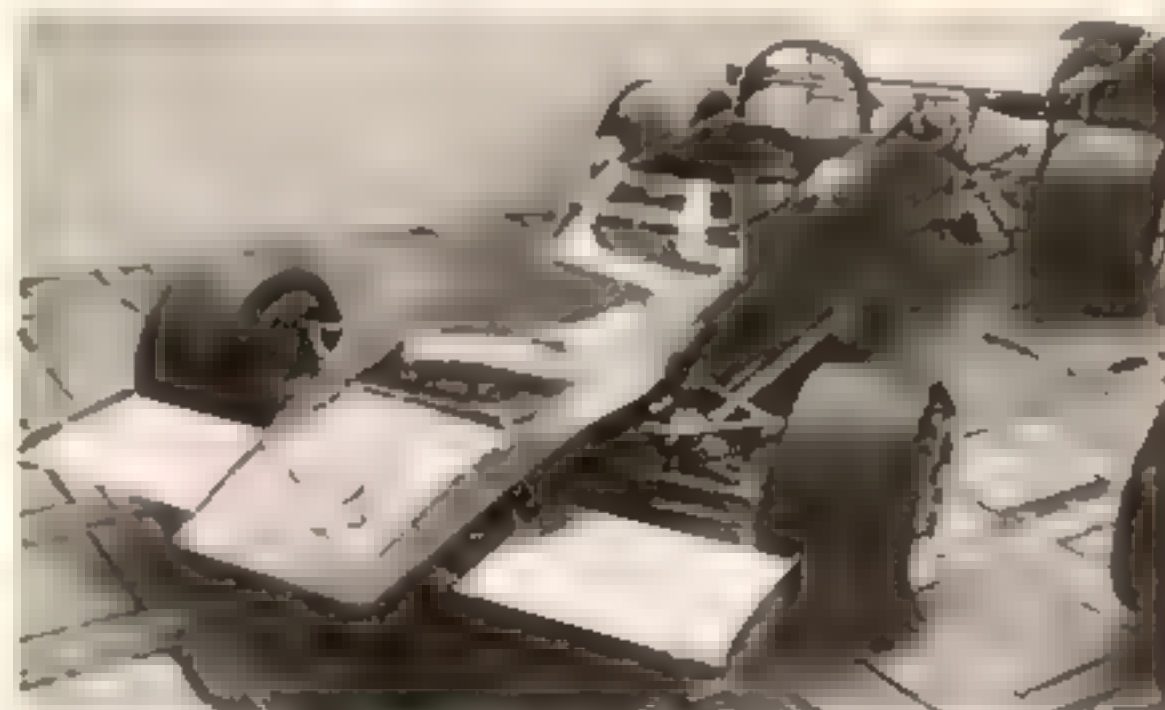
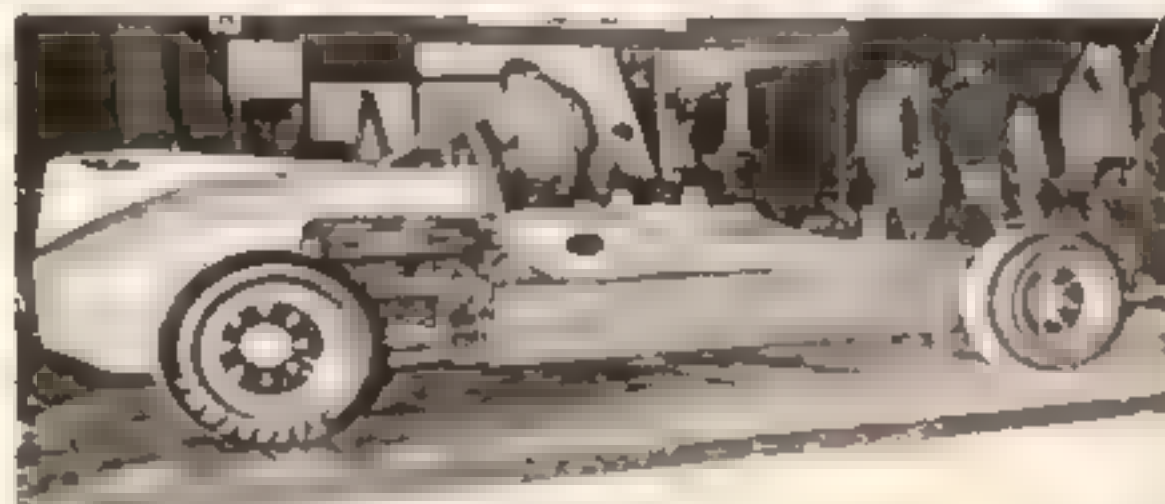
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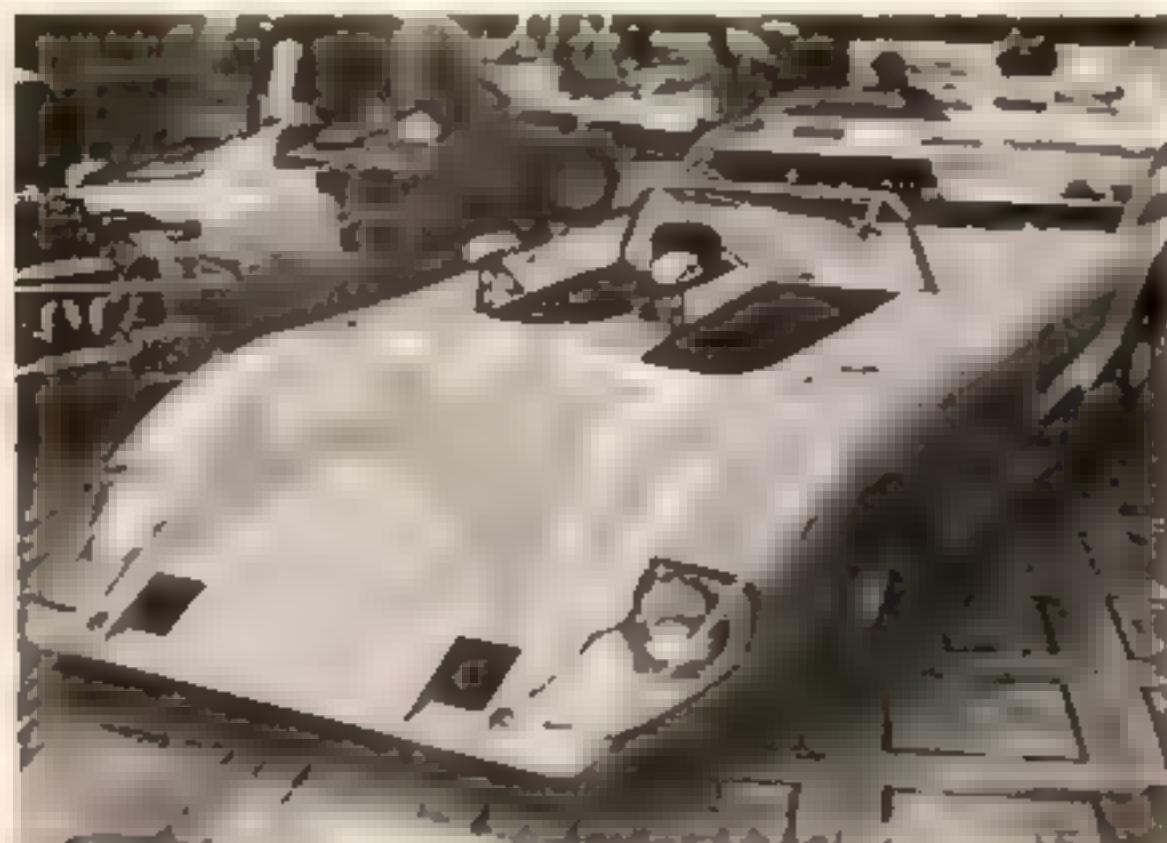
Top: Two new models on the stand of the world's largest racing car manufacturer — Lotus Formula 3 (right) and Formula Super Vee.

Above right: Renault's F3 RF11A has grown all-enveloping rear bodywork to cover its V6 engine.

Right: A Formula 2 offering from the drawing board of Leslie Drysdale, the Crosshatch 26F.

Below: Already announced Motor Racing Developments' Brabham BT40 appears in Formula B Atlantic form.

Below right: The sleek new sports car with scoopy nose and high tail is the 1973 Lola T292.



Two for Mitton on St Stephen's Day

The IMRC Christmas meeting at Mondello Park, on St Stephen's Day, December 26, was one of the most lively ones held on the Co. Kildare circuit for some time. And it was mostly due to the refreshing fact that there were some new names heading the results lists, with Maurice Mitton winning two races in his 1.3 Mini, David Lambe winning the Formula Ford in a Crosslé 16F, and newcomer Derek Shortall successfully celebrating his first outing in the Vista U2 Mk 8/11, an ex-Mike Martin championship winning car. A few showers dampened the track, but not the spirits of the large crowd of spectators who enjoyed better viewing thanks to relocation of the wattle fencing around the circuit.

A very mixed field of vintage and historic sports cars and racers opened the meeting with a seven-lap handicap, won by Arthur Robb in an MG TC, from E. Haukeland of Sweden in an MG TD with D. Miller third in his 1931 vintage Avon Special. Scratchmen Dickie Lovell-Butt (MG K3) and S. G. Curtis (MG M) were well down the field, with Lovell-Butt having a most exciting battle between the forces of power and traction with his teetering calico-sounding and Castrol R-burning blown Magnette monoposto.

The Formula Ireland race was scrubbed due to no starters, that is with the exception of some Formula Fords. Luke Duffy's Crosslé-Vega 22F, to be driven as usual by lap record holder Ken Fildes, was withdrawn as a mark of respect to Mrs Duffy who died on Christmas Day after a long illness; Lingard Goulding's little-raced F3 Alpine was out with another blown cylinder head gasket; and Dermot O'Leary's ex-McGarrity Lotus 69-FVA was only shod with highly unsuitable slicks for a very greasy track and he wisely did not leave the paddock.

The saloons were next, and amongst the missing regulars were Des Donnelly (Viva) and Mattie McNamara (Amoco Escort-FVA). Donnelly's car being for sale, to be replaced by a more "demon" Vauxhall, to quote his own lingo. With the really quick men absent there was promise of a closer dice, but Maurice Mitton had his own ideas about this and pressed on in his black 1.3 Mini to win by 3.2 s from Paddy Healion in the ex-Tony Brennan Hornet, with Jay O'Malley third on his first outing in the Hestover 1.0 Imp. George Freyne debuted his immaculately prepared 1.0 Fiat 128, but although the roadholding appeared fabulous there was just not enough speed and Freyne was handicapped by unsuitable gear ratios.

Ivan Rothwell led the sports car race after passing Don Kissane's 1.3 MG Midget on the opening lap, only to lose his U2 Mk 11 on the main straight, of all places. Kissane was also taken by newcomer Derek Shortall in the very professionally turned out Vista U2 Mk 8/11 and Jody Carr in a Chevron B8. On the fourth lap Carr tried to take Shortall on the outside line at Shell, but driving with the cut and thrust determination usually not found in a newcomer Shortall did not back off and in the resultant collision, the Chevron spun off on to the grass and out of the race, while the U2 stalled but Shortall got it going again to race on to his first win. Rothwell recovered to finish second, no less than 12.6 s behind Shortall, his U2 understeering so badly as to be almost undrivable. Kissane was third.

Pato Gutierrez-Nunez from Argentina and Alo Lawler, an Irishman reading in Manchester, added spice to the Formula Ford grid with a pair of Royale RP16s; while more conspicuous by their absence than their presence were Crawford Harkness (Lotus 69F) and Crosslé driver Jay Pollock, who

was expected to give the new 25F its home debut. John Keaney in The Steering Wheel Pub Crosslé 20F led into Shell, closely followed by David Lambe in a 16F and Gutierrez-Nunez, but it was a first lap of changing fortune, first for the Argentinian who revolved and stalled the Royale coming out of Shell, never to get back in the hunt as a result, and then for Keaney who was passed by Lambe and then spun at Castrol after being out-foxed for the right line! Keaney recovered to work his way in a challenging fourth, behind Lambe, Harry Acheson (Merlyn Mk 20A) and Paul Eastwood (Merlyn Mk 11A), but two more spins dropped him well and truly out of contention. In the closing laps the centre of interest was Dermot McFeely in his Titan Mk 8, who took the Merlyn pair to close right up on the leader only to lose it at Duckhams on the last lap and wipe the two nearside wheels off the car against the bank. The polished

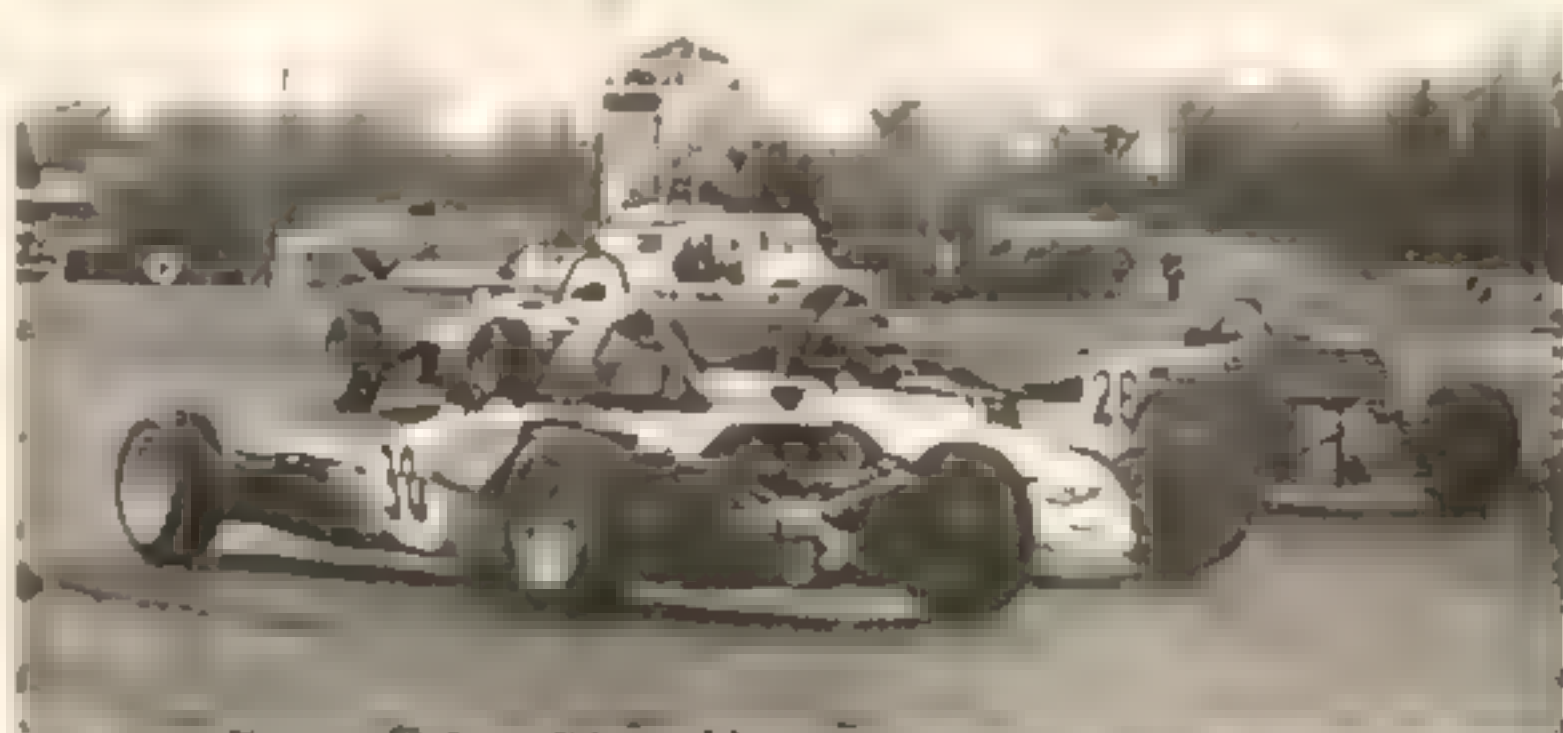
Lambe went on to score his first win by 12.8 s from Eastwood who demoted the veteran Acheson from second spot, while Lawler finished fourth in front of another newcomer, ex-karter Eddie Jordan in a Lotus 61M. Spinners Keaney, Gutierrez-Nunez and another ex-kart racer Bernard Devaney, who was up into fourth on the opening lap with his Lotus 61, were nowhere!

A handicap race was won by Gerry McGarrity in a tiny Honda N600, in which Archie Phillips made a welcome return to Mondello, after over a year's absence, at the wheel of another Japanese car, a Datsun 240Z. The Dave Griffin Memorial saloon race was won by Maurice Mitton (1.3 Mini) by just 1.0 s from Paddy Healion in the ex-Tony Brennan Hornet, with Frank O'Rourke in a 1.0 Mini just getting third from George Windrum's little Imp by 0.4 seconds.

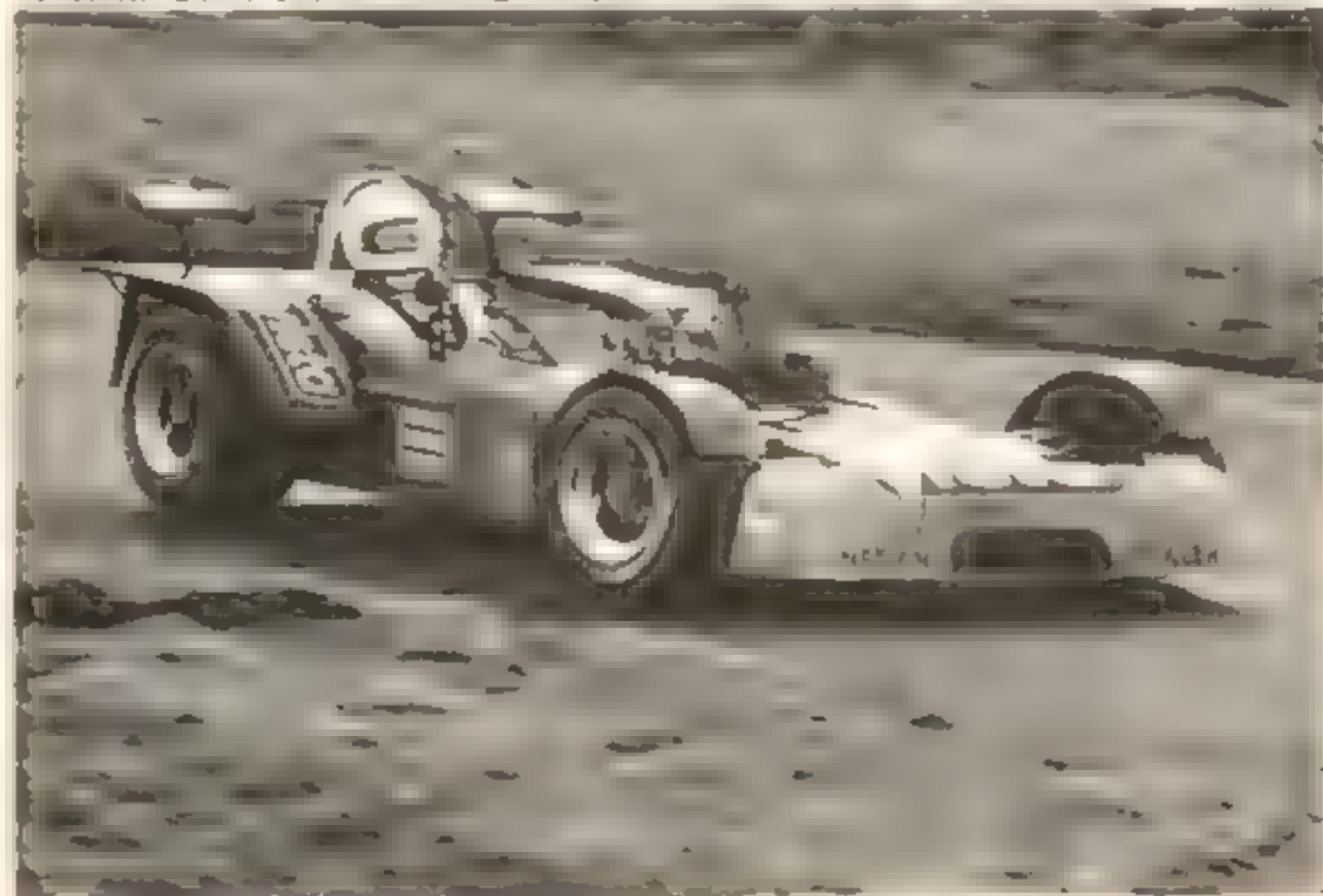
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Vintage & Historic Car Handicap 17 laps									
Pos	Driver	Car	Time	Gap	Pos	Driver	Car	Time	Gap
1	Arthur Robb	MG TC	11:11.0		1	Arthur Robb	MG TC	11:11.0	
2	E. Haukeland	MG TD	11:24.0	+13.0	2	E. Haukeland	MG TD	11:24.0	+13.0
3	D. Miller	1931 Avon	11:38.0	+27.0	3	D. Miller	1931 Avon	11:38.0	+27.0
4	Dickie Lovell-Butt	MG K3	11:52.0	+41.0	4	Dickie Lovell-Butt	MG K3	11:52.0	+41.0
5	S. G. Curtis	MG M	12:06.0	+55.0	5	S. G. Curtis	MG M	12:06.0	+55.0
6	John Keaney	Crosslé 20F	12:20.0	+1.00	6	John Keaney	Crosslé 20F	12:20.0	+1.00
7	David Lambe	16F	12:34.0	+1.34	7	David Lambe	16F	12:34.0	+1.34
8	Harry Acheson	Merlyn Mk 20A	12:48.0	+1.68	8	Harry Acheson	Merlyn Mk 20A	12:48.0	+1.68
9	Paul Eastwood	Merlyn Mk 11A	13:02.0	+2.02	9	Paul Eastwood	Merlyn Mk 11A	13:02.0	+2.02
10	Dermot McFeely	Titan Mk 8	13:16.0	+2.36	10	Dermot McFeely	Titan Mk 8	13:16.0	+2.36
11	George Freyne	Fiat 128	13:30.0	+2.70	11	George Freyne	Fiat 128	13:30.0	+2.70
12	Jay O'Malley	Hestover 1.0 Imp	13:44.0	+3.04	12	Jay O'Malley	Hestover 1.0 Imp	13:44.0	+3.04
13	Maurice Mitton	1.3 Mini	13:58.0	+3.38	13	Maurice Mitton	1.3 Mini	13:58.0	+3.38
14	Paddy Healion	ex-Tony Brennan Hornet	14:12.0	+3.72	14	Paddy Healion	ex-Tony Brennan Hornet	14:12.0	+3.72
15	Frank O'Rourke	1.0 Mini	14:26.0	+4.06	15	Frank O'Rourke	1.0 Mini	14:26.0	+4.06
16	George Windrum	1.0 Imp	14:40.0	+4.40	16	George Windrum	1.0 Imp	14:40.0	+4.40

Fastest laps not given



Pato Gutierrez-Nunez backwards on the first lap in his Royale RP16 and being passed on both sides by Alo Lawler's similar RP16 and Eddie Jordan's Lotus 61M (above). A lively shot of newcomer Derek Shortall winning his first ever race in the Vista U2 Mk 8/11 (below).



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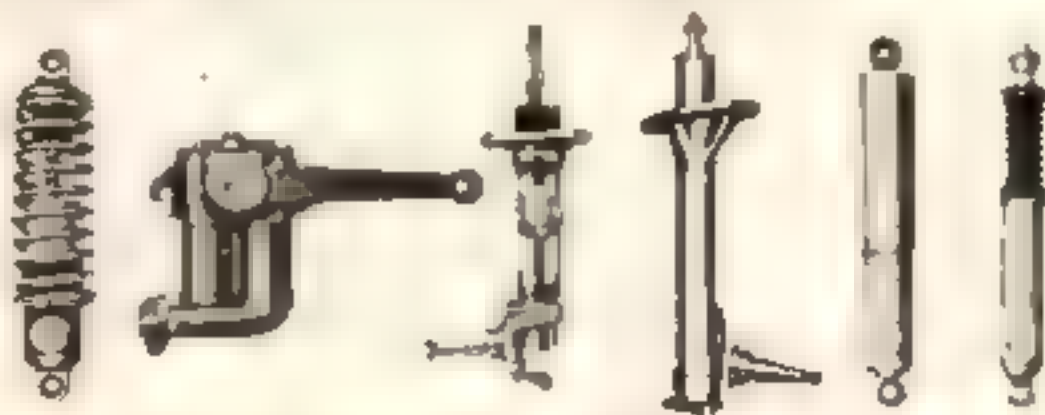
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MARCH FORWARD

ROBERT FEARNALL interviews
March director MAX MOSLEY
about the company's past three years



Max Mosley

"One always thinks that one has overcome one's problems all the way through life, but one always meets a succession of new problems. But in the past three years at March Engineering, we have built up a firm of which we are reasonably proud I think our next year's cars are better value for money than any we've made before and probably better than our rivals," reflects Max Mosley, director of March Engineering on the three years of March's existence. In last week's edition, Max Mosley explained the background of the company and the mistakes and successes made in that time. This week, Max Mosley talks about more detailed aspects of the company. How do you gauge which model is worth producing?

With a completely new car, you have to make 20 before the development costs split between the cars reaches a sensible figure. Obviously it doesn't matter how few cars you make provided you charge enough for them, but if you are going to charge a fair price and we don't make 20 very similar cars, the model would be running at a loss.

We have three full-time people in our accounts department headed by a chartered accountant and therefore we are in a position to know exactly what everything is costing. This is unusual for motor racing and unusual

The fastest Formula 1 March was Ronnie Peterson's T21G, introduced mid 1972.

for us. It only happened in the past three or four months, as we realised it was dangerous not to—you could lose so much money so quickly when you think you are making a profit. Now, we can say to the nearest pound what we spend on development of a model and what the costs of the components are. We have to be very careful that the customer gets value for money. We have been able to reduce costs by getting more and more efficient, but you can only do that if you are conscious of what the costs are. I think a lot of other firms couldn't really tell you what their individual costs are until they add the bills at the end of the exercise.

Which has been the most successful model in terms of sales?

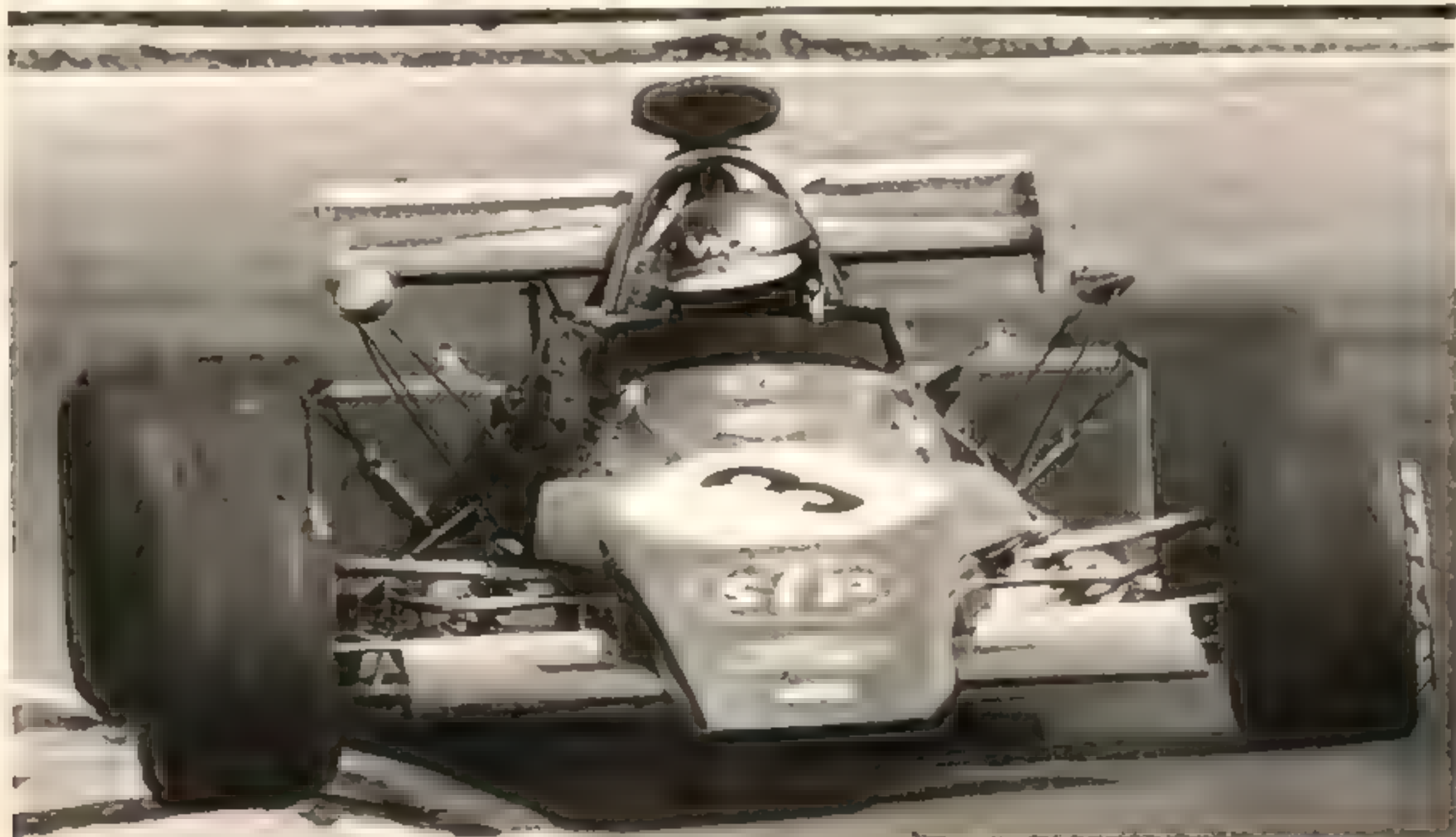
The T22. We made over 40 T22s for Formula 2 and Formula B and it began to get economic, but it was only marginally profitable then. We will only do a formula if it's economic. If you do something uneconomic it means the customers have to pay for it and we feel that's quite wrong. For instance, it was a mistake to build the CanAm cars in 1970. It cost us money, but was part of the deal with Chris Amon and so it can be put down to Formula 1 expenses. We regard CanAm as a totally uneconomic form of racing as the amount of money you can earn compared with the amount it costs, is ridiculous.

curious.

If we are going to contend any form of American racing ourselves, it will be Indy. Eventually I'm sure we shall do Indy—a fair chance in '74 and a very good chance in '75. If we do it in '74, we have to put the deal together in the next two or three months so as to make a sensible attempt at it. We are building Formula 3000 cars for the American series next year while USAC racing is an economic proposition if you have the right sponsor. Next year (1973), there will be a leap forward in Formula 3000 as there will be more true racing cars.

Turning to the current Formula 1 negotiations, could you afford to run the works F1 March team on the finance offered?

We could survive, but whether we would want to continue in 1974 on the same basis is another question. But that really isn't the issue. We are not prepared to subsidise Formula 1 out of our production side, because we do not feel it is fair to our customers. Why should someone who buys our Formula 2 or Formula 3 car make a contribution to our Formula 1 team? The only subsidy we will give it is one that's directly related to the information feed-back. For instance there is a lot of information we get from Formula 1 that has helped in Formula 2. Next year's Formula 2 car has



quite incredible traction compared with anything we have made before. This is because we have had to overcome certain traction problems with what is basically a Formula 2 car, the 721G. We've learnt the lessons and applied them to the new Formula 2 car and there's a dramatic improvement in performance. In that case it's fair that Formula 2 should pay Formula 1 for this. It's worth so many pounds and you can allocate that much of it to spend on Formula 1. But what is quite unacceptable is if you're losing £30,000 per year on Formula 1, to try to then find that same money from some other part of the firm.

But couldn't the same results be achieved by more development on the Formula 2 car?
It would not matter to us to give up Formula 1. The basis on which our production side subsidises Formula 1, is the equivalent amount it would cost for the same development on our Formula 2 car. Formula 1 lacks justification for a firm like us if it is costing us money.

Has this year been a profitable one?

For the first time in its three years, the production side made a small profit. It lost heavily in 1970, lost still in '71 despite big sales and now in '72 it's made a small profit. The Formula 1 side has made a reasonable loss, but that we would expect as it was unsuccessful. What was more worrying was that it made a loss in '71 which we wouldn't expect as we were very successful.

Are STP happy with March's progress?

I think so. Andy Granatelli has been in motor racing long enough to know sometimes you win and sometimes you lose. It took him 23 years to win Indy. He completely understands the situation and I think the company realises that without motor racing, STP loses its glamour.

We make an agreement each year on what the sponsorship includes but they do not attempt to influence the racing programme at all.

How large is STP's sponsorship?

Large enough.

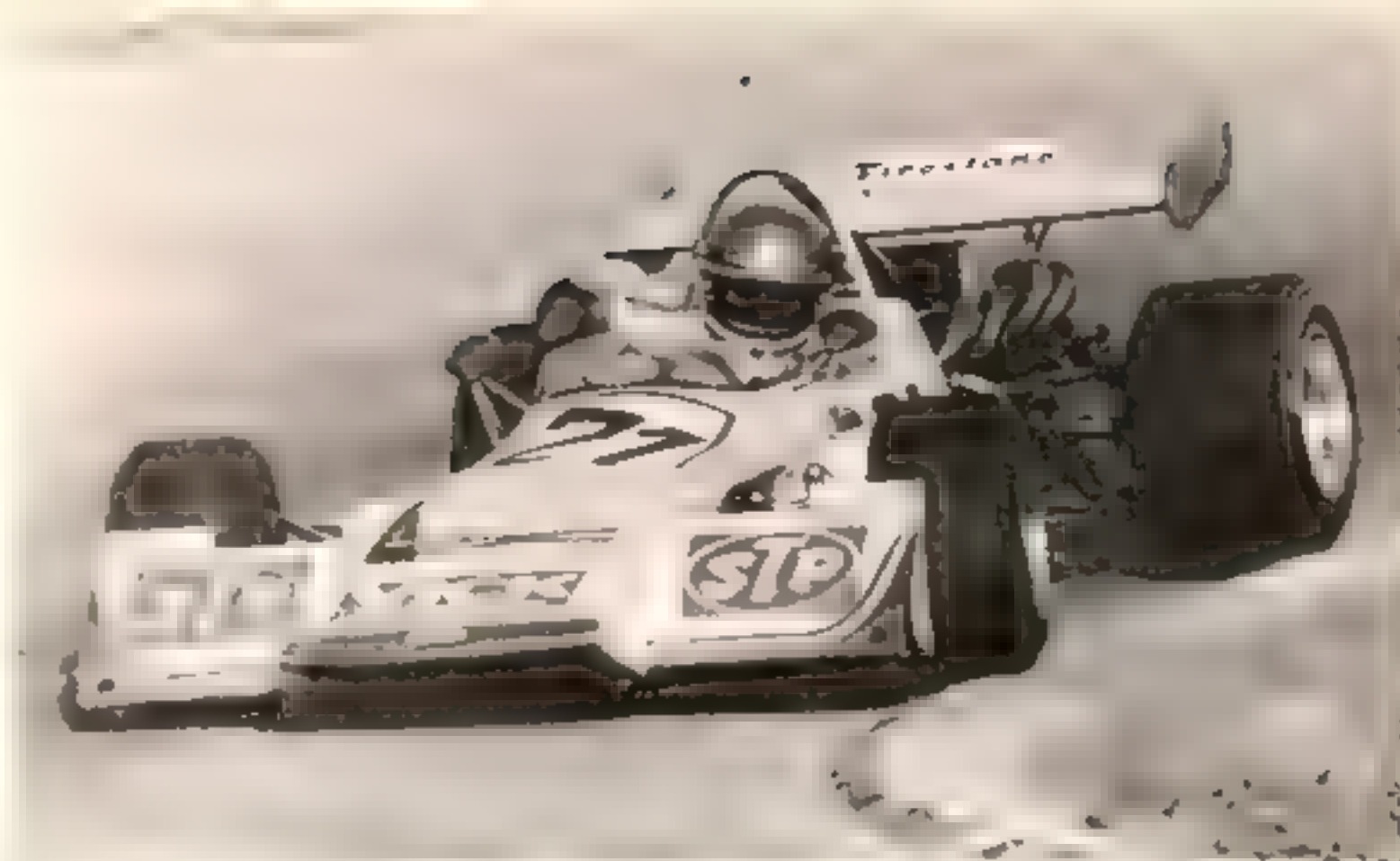
Was the March 721X a very disappointing exercise?

It was very disappointing in that we thought it was going to be the car with which we were going to pull ahead and gain a significant technical advantage. We are still going to have another crack at it; Alfa are working on a new gearbox and we hope to get hold of this and do some more work on the car. But what was a great mistake was to make it into a race car, when it was really still experimental. It was simply because we didn't have adequate facilities for testing a Formula 1 car.

Ronnie Peterson was the one who wanted to race the 721X. It ran for the first time at the Brands Race of Champions and Ronnie got out of it and said the car's fantastic, saying how marvellously it went round corners. He was so ecstatic about it that Niki Lauda was clamouring for one as well in time for the Spanish Grand Prix. By throwing the whole resources of the firm into action, we were just able to build two in time for Spain—there was tremendous pressure from both drivers to do this.

All that is now forgotten and both drivers seem to want to create the impression that it was an extraordinary aberration on the part of Robin and myself that we suddenly dreamt one night that this car was the world championship winner. I'm afraid that doesn't accord with the facts. We were not about to spend a vast sum of money and devote the entire resources of the factory for six weeks to nothing else in order to build two cars we dreamt were going to be good. We were told the car was fantastic and to that extent the drivers are responsible. We're only as good as the information we get from them. I think it is fair to say that as soon as Niki got into the car, he immediately said it didn't work.

Lauda is a very good test driver and I think Ronnie will become a good test driver but at the moment his talent really comes when the flag drops.



Mike Beuttler has been a regular March contender, pictured here scoring his only F2 win with a 712 at Vallelunga in October, 1971.

Were many attempts made to correct this problem?

We did what we could under enormous pressure with the Spanish, Monaco and Belgian Grands Prix in rapid succession. We realised what the problem was in Spain—a very complex one to do with the limited slip diff. We tried to cure it for Monaco and failed and we were also unable to cure the actual gearchange mechanism which was a little on the slow side. We then installed the Hewland gearbox and took the car to the Oulton Park Gold Cup race where it was again allegedly fantastic, according to Ronnie. Unfortunately the car was eliminated in a startline accident. We then went to Nivelles where there was 0.2 s difference in the race between Ronnie's best time and Niki's, and Ronnie had the Hewland box and had the Alfa box. We then realised it was a more complex problem than purely the diff and at that point we realised we were going to spend the whole season trying to find it out so again we turned the factory upside down and built the G. The original G Beuttler's car, took 11 days from when it was first thought of to the Spanish Grand Prix. Ronnie's appeared at the French and that was the fastest car we have ever made in that Peterson got it on to the front row of the grid in the last part of the season, and in the whole two seasons he had been with us, he had not been higher than the

fifth row of the grid before.

The 712G was a very successful but conventional car, and next year's F1 car will be based on next year's F2 car, which is based on this year's. Fundamentally it is the same car, but we will also do some more work on the 721X. That's Robin's longer term programme.

What are your feelings on Formula 1 contracts?

I think we need to get to the situation where we do it footballer style in the interests of the younger driver. At the moment nobody wants to give a drive to an up-and-coming driver who is very promising as you find you invest £40,000 in his first season and even if you have signed him for a long time, it's difficult to hold on to him if he really wants to go. You just have to write that money off. It is important to stop him driving for someone else, so one never recovers the investment.

So you get a situation whereby the only way a young driver can get on is if he has £45,000 or £50,000 and then he has to prove himself. But a team will only look round for an established and for a paying driver. There's no point on a team spending money on bringing a driver up and I think this is a very bad situation for the sport because opportunities shouldn't be determined by the amount of money you have got.

If we have footballer-type contracts, in

The F1 March 721X proved a rather disappointing exercise. This is Lauda at Monaco.



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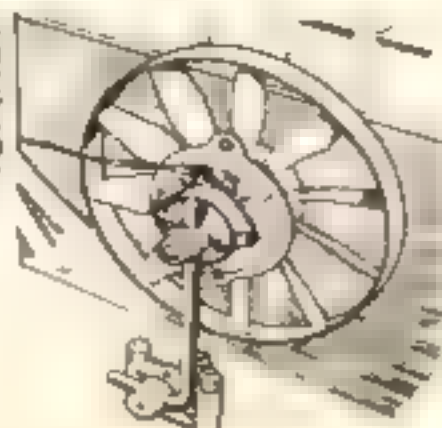
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Ronnie Peterson's case, we could turn round to Colin Chapman and say you can have Peterson for £70,000 and in that way, a team gets its investment back. Then it is worth investing in your judgment of a driver's ability, but none of the teams can write off the sort of money it costs to bring up a driver. From a young driver's point of view, if someone says I'm signing you on this deal and you have got to understand that there is a large transfer fee, which will cut down your retainer, the young driver is not going to hesitate for a moment. But it is amazing how quickly the driver forgets what you do for them in the beginning. For example, I can remember going to see Ronnie Peterson in hospital after he had a shunt at Montlhéry and he thought we might drop him from a Formula 1 seat, but we helped him and he helped us. But now he is the great Grand Prix star, all that gets totally forgotten. It is human nature.

Do contracts mean anything, in that case?

Oh yes. When Peterson was signed to us in 1972, there was no way he could drive for Lotus. There was a lot of speculation he might leave us at the end of 1971 but there was no way he could. If he didn't agree to it, then we could stop any other team allowing him to run. Similarly if Ronnie suddenly said he wanted to come back to us and we wanted him, Lotus could stop him. The legal aspect on contracts is that no English court will attempt to force someone to perform a personal service. If you're working for someone, then the court will not force you to go on working for them. But what it will do is stop you working at the same thing for someone else. Therefore, we couldn't have forced any contracted driver into our car, but we could stop him getting into someone else's car.

Generally, what does a Formula 1 driver earn?
It can vary from minus £50,000 (cost to run a second car) to plus £50,000 to £60,000 although there is a tendency for the latter figures to come down a little. Also they usually get somewhere between a fixed £100 and £200 per race out of which they pay their own expenses, or earn 40 to 45% of what the car earns.

Turning to other classes of racing, why do you not build a Formula Ford car in the UK?

We found we were unable to make one economically in England because the market isn't big enough to justify a completely new line. If we make it as an off-shoot to our present activities the standard to which we build the car would be too high. If we built it to the same standard as our Formula 2 and 3s, we would price ourselves out of the market, just as a Formula Ford builder could make a Formula 3 car cheaper than us. I don't think their's would be as good, whereas our Formula Ford car would be much better than is necessary. Wayne Mitchell builds March FF cars in the States for our American agent Jo Grimaldi. We have certain components made here which are cheaper than in the States despite the duty—for example, Arch Motors make the spaceframes—and then ship the goods out there and by using local components the cars are built to a very competitive price.

It's tempting to build one here, but I think it would be a mistake with so many small manufacturers flooding the market.

Is this why you don't build Super Vees?

Yes, we've been tempted, but when you do the economics of it, it's a completely new car to us and it wouldn't be an off-shoot of what we do already. If you make £200 per chassis on a Super Vee, you would be doing very well. Say you manage to sell 30 cars and make £6000. You have to take into consideration a lot of overheads that you didn't think you would have, such as more people to be employed to do a Super Vee project. So you probably end up with very little left out of that £6000. It's just as much trouble for us to make a competitive Super Vee with all the testing and back-up work, as it would be to make an Indy car—just as new and just as different. If you make a successful Indy car and sell 10 of them, you would make a far more substantial profit on each car, as well as more prestige. The other worrying problem with a Super Vee project is that you've got to

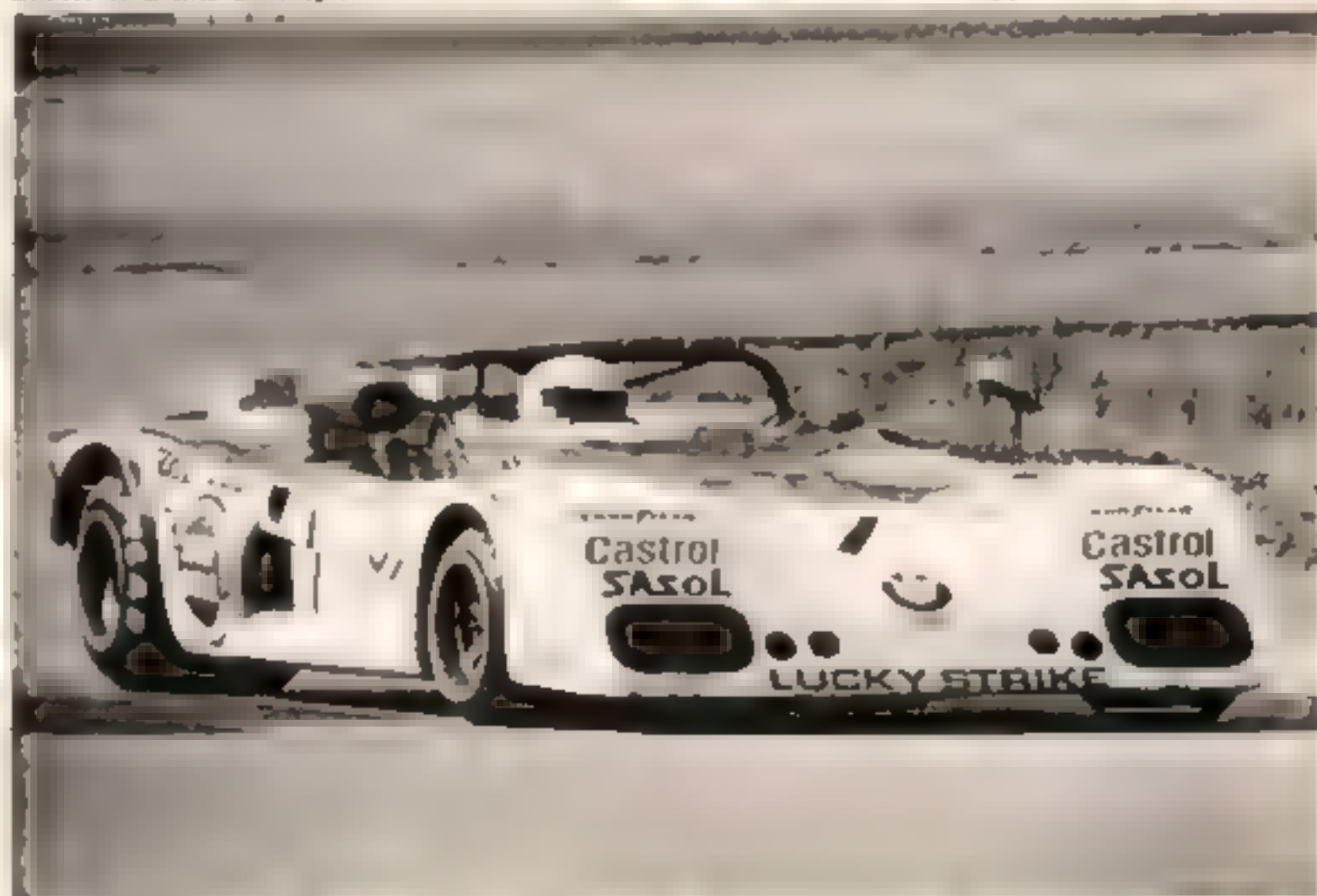
make it work, as if it didn't it would involve us in a serious loss of prestige and a tremendous amount of work.

But you decided to build a 2-litre sports car and produce it?

Funally enough there is a substantial market and the Formula 2 car is directly applicable. The T3S sports car uses a lot of Formula 2 components and suspension and a lot of Formula 2 knowledge is therefore directly applicable. Our car in South Africa driven by Jody Scheckter suffered an incredible number of misfortunes, but it was extremely quick, in fact, the quickest of the 2-litre cars in South Africa and that would not have been possible without our Formula 2 knowledge. We may run a car from here in some races so that we can do the development work on it, as a lot needs to be done.

Will there be a 2-litre March sports car?

We have thought very seriously about doing this. We don't want to run it ourselves because I think we have enough on our plate as it is, but we could be very interested in making a 2-litre version of it. We know we could make it work because it's no more different to the 2-litre sports car than the G is to the F2. The same principles apply but we haven't got the facilities to run it and we have not got the sponsorship for such a project so it would depend on a serious contestant coming along and wanting to do it. The sports car has started connections with BMW. Will this develop?



Jody Scheckter put the new March-BMW in the lead of most of the recent Springbok races until delayed by niggling problems.

We regard it as essential to the firm that we have some sort of tie-in with a major manufacturer. There are two ways in which a firm like ours can progress. It can either do a Chapman and start making its own cars and then try to expand and find the necessary finance, or it ties-in with a major manufacturer and gets its road-going involvement in that way. We have to have a road-going involvement because the racing car market is limited. If you expand beyond a certain point, you ruin a particular formula because all the cars are yours, like the old Cooper 500s.

The Chapman exercise is difficult for two reasons. First, there are now a great number of regulations in various countries that it makes it difficult to produce anything very novel in the new car line; secondly, if you are going to do it properly, you need a lot of capital. Nowadays if you went into the City to sort capital for building a road car you would run into problems because they would point to a vast succession of small specialised road car manufacturers who have either run into great difficulties or gone out of business, so it's not something in which

anyone would want to invest money. If you tried to do it on the cheap, you wouldn't be able to put it in the sort of development programme that's necessary to produce a totally reliable car. So for us to start making such a car as a Lotus Elan or Marcos is not very practical.

Getting tied in with a major manufacturer makes complete sense, because every manufacturer with a sporting image needs its sporting wing. In Ford's case, they've set up AVO and did it themselves. In my opinion that is the same error as Ford doing Le Mans themselves. I think they should do a Duckworth type effort and not AVO. If you compared the success of the Ford DFV economically and their Le Mans victories, the DFV comes out way ahead. The DFV has cost Ford relatively little and it's been an incredible and lasting success. I do feel that a big firm would do very well to get tied in with a small firm to look after that branch of their business. If you want specialist work, you should go to a specialised firm to do it as they're set up and geared to do it.

Is this what BMW have done with you?

Not really. We've got no tie-up or arrangement with BMW other than the racing engine, which isn't really BMW but with their motor sport GmbH and there are no plans to extend that any further and no suggestion that there should be. We want to get tied in with a major manufacturer and we shall do so, but I've no reason to suppose this will be BMW.

BMW Concessionaires control the operation in England and they are tied in with Alpina—they've got their own G2 and G1 racing programmes which has nothing to do with us—and they are tied in with tuning firms like Mangolsi. Their approach to racing and competitions is totally different to ours and I don't see us going anywhere with them at the moment.

No, we have not yet come across a suitable manufacturer with which to start our road car link. I think it is likely that we will see a March-blank sports car running around the roads. Ultimately a firm like ours is only justifiable in things like Formula 1 if it is to expand in that sort of way.

What is the situation with BMW engines in Formula 1 with March?

There is a BMW racing engine which has been developed in the experiment department at BMW and this engine is the one which the motor sport GmbH are manufacturing and this is the one which will be used in the works team and sold to customers, in fact the same engine which powered Jody Scheckter's T3S in the Springbok series.

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That is the only BMW racing engine and we have that exclusively. But it is open to anyone to make a racing version of the BMW engine and this is what Schnitzler have done. It has nothing to do with the works one and has a chain-driven camshaft and not a cog-driven camshaft as on the works one. I understand it does not have a crossflow head like the works one, and is allegedly much less powerful and it hasn't anything like the development. I believe Schnitzler are going to make 100 heads but they cannot homologate it themselves, but have to get the approval of BMW to get it homologated. The proper BMW racing engine used in South Africa has quite a lot in reserve so we don't feel Schnitzler represent a serious threat.

Does the connections with BMW at all weaken the ties with Ford?

No it doesn't really work like that. I think Ford are pleased to see BMW emerge as a significant force in motor sport as Ford believe competition is good for the sport and unless there is a bit of a struggle with another manufacturer their successes lose some of its glamour.

We don't depend a lot on Ford Motor Company, but more on Cosworth and a lot of specialised manufacturers. There are always someone between us and Ford on the engine front, but in the early days we relied pretty heavily on Walter Hayes. Not for any material support, but he gave us a lot of advice. As it turns out all of it was good, but unfortunately not all of it was taken. For example, he advised us not to run our own Formula 1 team in 1970 and he advised us on the price of the cars before the days when we had any idea what they cost and he was right and we were wrong.

Is there any formula which 1972 has proved disappointing on the production side?

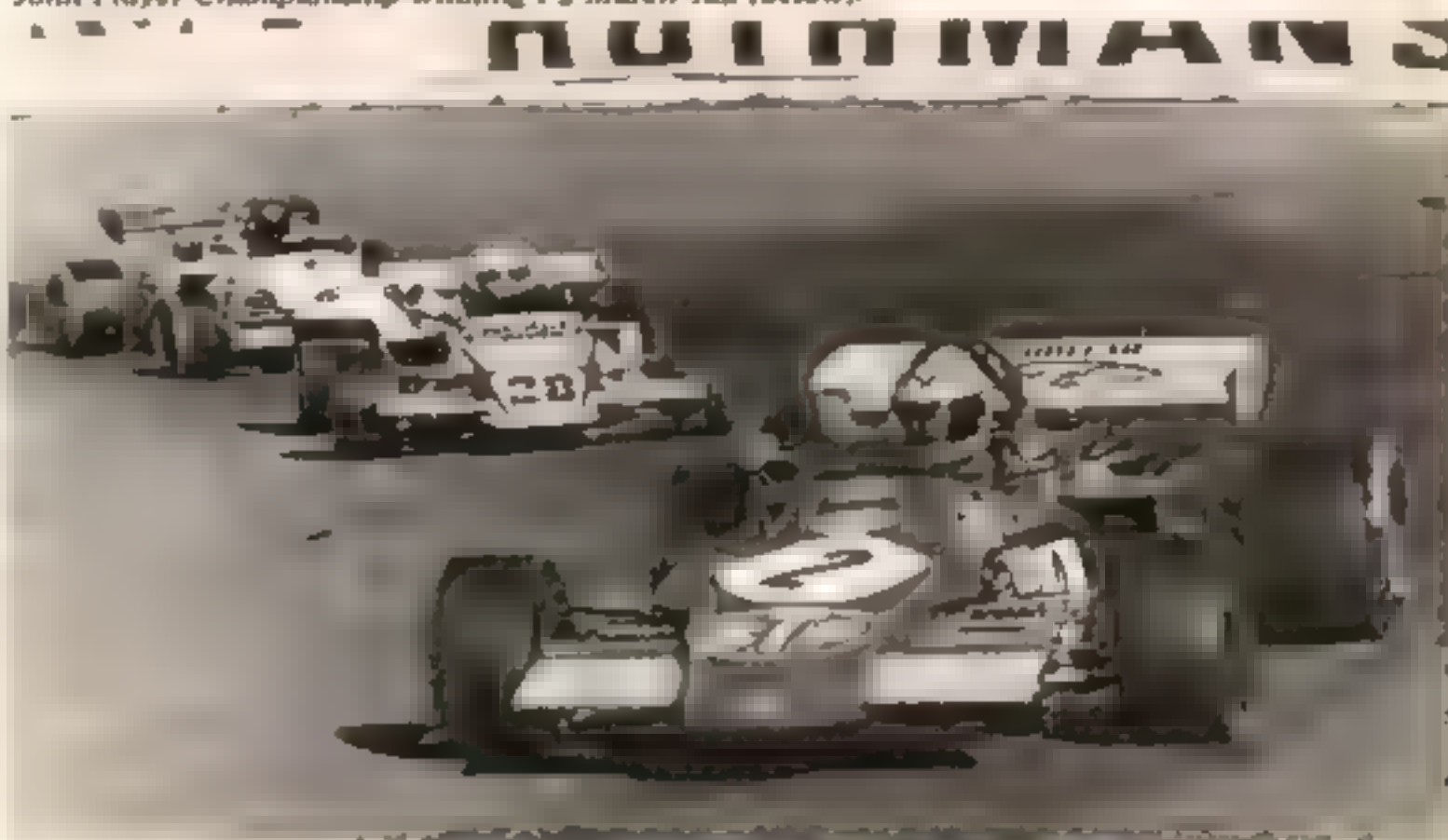
We could take a bit more expansion in Formula 3, which I think we will get this year as I think we have a very good car. The 723 was not very successful for various problems and I think again we suffered from not having a proper development programme. In Formula 2 it didn't really matter as we started the year so far ahead that although we were unable to do any testing because of a lack of engines, by the end of the season the others had only just caught us up. In Formula 3 we didn't start very far ahead. We didn't have a good development programme as we had a succession of driver problems. We started off with Roger Williamson and what suited him didn't seem to suit anyone else. Then we had James Hunt and that all went wrong and then we had various people like Jochen Mass and Jean-Pierre Jarier but neither were in the country to do the development. So we were unable to do any serious development until the end of the season and we now have a completely different car which is very much faster, particularly in a straight line. If the car is good, and we believe it is, it doesn't really matter how many you sell at the beginning of the season as people change over, as happened to us in 1971.

The 723's set-back obviously affected the sales but we didn't put as much effort into it as we should have done and we won't make that same mistake again in 1973. We don't take kindly to losing.

We won't be running a works Formula 3 team next year, but will leave it to our customers and will co-operate with one or two people in doing testing for us. Don't forget that we are a racing car manufacturer and nothing pleases us more if a private customer beats the works cars. The biggest problem we have is convincing the customer that his car and engine will be as good as ours, whatever the formula. There are always suggestions that the works cars will have better engines than a customer's car but this is not true. It is very important to us that this is not the case as otherwise people would not buy our cars. For next year every time someone thinks their car isn't as good as the works, we will ask them to bring their car and engine (which we will also control in Formula 3 next year for the first



March progress. From the initial 693 F3 model tested by Alan Rees (above) to the Nicki Lauda John Player Championship-winning F2 March 722 (below).



time), to a test day and we will make the customer's car go as fast as ours.

It pleased us very much in 1971 when we won 10 Formula 2 races in 1971 and six were won with the works car and four of them with customers' cars.

Are you happy with the way March has progressed and how do you see the immediate future?

Being a pretty pessimistic person, I never generally believe in things until they actually happen and in that way I'm not satisfied with what's happened—I would only have been satisfied if we had won everything.

In some ways I am a little disappointed by motor racing generally. For instance, I don't like the way in which it's customary to rubbish the other racing car manufacturers. Some manufacturers often have told potential customers a pack of lies about March so as to try to put him off. We never do this and in the end I think it will tell, as I feel you can prove how good you are by coming up with the goods. I feel it is terribly important to keep our reputation. Some people have made a lot of money in motor racing but they've destroyed their own reputation in so doing and I would hate that to happen to us. I think we have a good reputation for integrity, strengthened by avoiding to rubbish the other firms.

Talking about our history, I sometimes think that if you add up all the degrees that the key figures have at March, it totals more than the rest of motor racing put together and if we're that clever, how come we are not a lap ahead? The answer is that it takes a little time and we're confident that we will get there. In 1973 the occasional thing will come out of this firm as a direct result of this sort of approach and thinking and I think we will draw ahead. We always have two things in mind as far as production costs are concerned; 1, are we making the car fast enough so the customer can win and

2, is there any way we can make it cheaper? If we can make a significant cost breakthrough (and we believe we have quite a sensational one on the way) this is what will firmly establish us as the number one racing car manufacturer.

Equally as we make our racing cars better and better to a higher and higher quality and our production engineering gets better, so we are increasingly in a position where we can apply the same thinking to doing something highly specialised in the road car field. The two aspects are very linked but we must never lose sight of being a really successful racing car manufacturer for the private customer.

Establishing a large racing car manufacturing firm is a formidable exercise, but with March's business completely reorganised to give a much more efficient and professional look, their future looks extremely bright. Their approach is sensibly geared to running a sound business and producing top quality racing cars rather than just producing cars without watching the pennies, which is how so many other racing car manufacturers have departed from the scene. There is much more to producing racing cars than the end product we see on the tracks and March Engineering have ridden the storms of being inexperienced in their first three years to start their fourth year with a sound business concern sensibly separated between their own racing team and their production side. When talking to Max Mosley and Robin Herd, they seemed to bear a motto of "providing the best for the customer at the cheapest price and looking after him after he had purchased his March." When their road car connections start, the racing car customer and upholding the name of March will remain foremost in their plans.

Dramatic FF win for Frank Hopper

By IAN PHILLIPS

Feature race of the BRSCC's Boxing Day Brands Hatch meeting was the much talked about Black Flag FF race, and it was a great success in terms of entertainment. The field was depleted with a few spins and accidents so it was shortened to 15 laps. However the winner only did 14 and crossed the line on three wheels! Just Frank Hopper and Sid Fox were left as they entered Clearways for the 14th time, the black flag awaiting the second man to the line. Hopper slipped inside Fox, slid wide and the two collided. Fox recovered first only to discover a rear wheel hanging loose and then spun into the pit lane as Hopper got going again, also with a loose wheel, and made it to the line crab-like to win.

On a cold but bright day there were a total of six races but with the exception of a couple all suffered from small entries. Nevertheless a good time was had by all and a large looking (but small according to the promoters) crowd turned up.

The first race on the card was a televised Atlantic event, but because of the lack of entries the few F3s present also joined in, all starting behind the Atlantics.

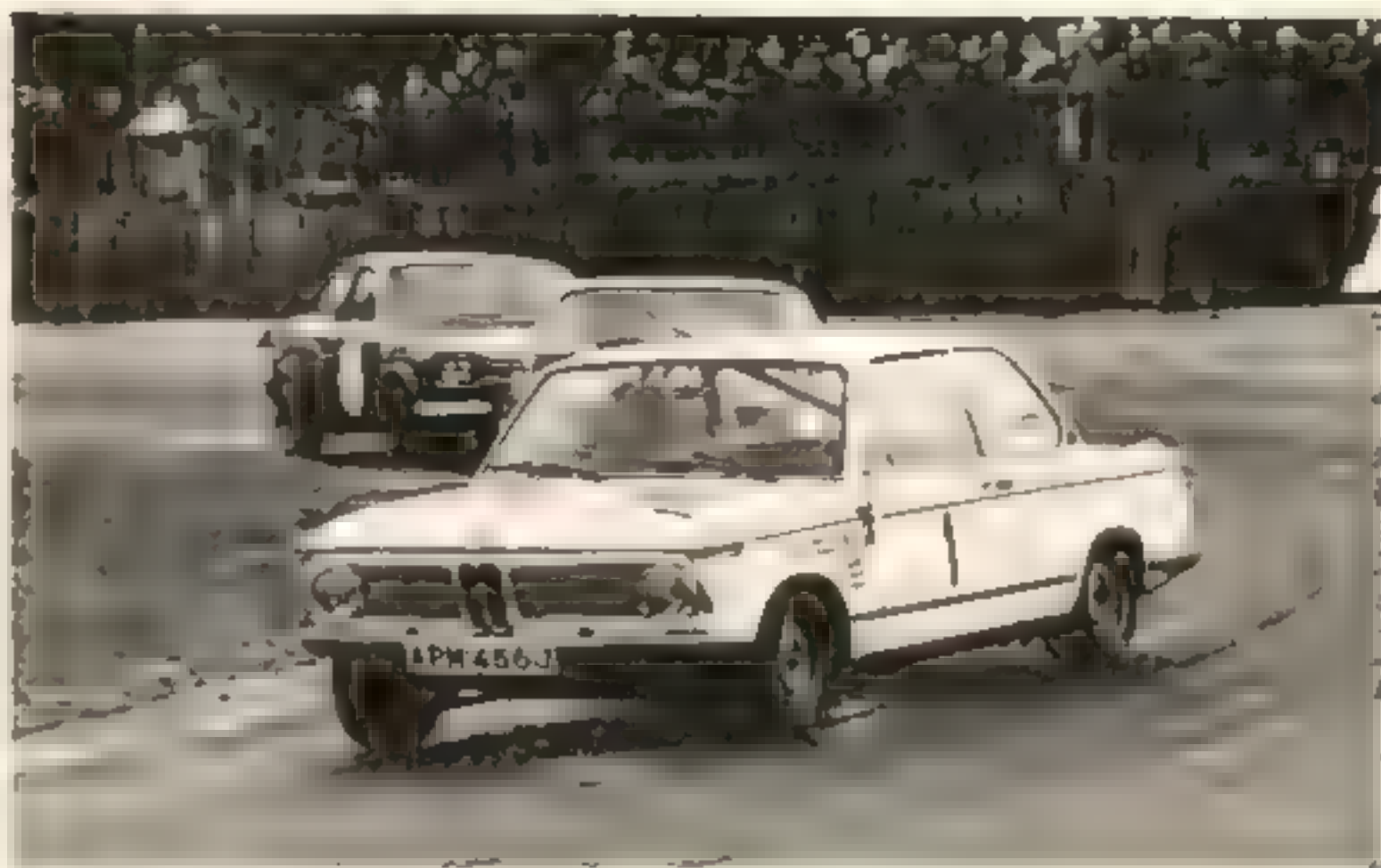
Cyd Williams had his usual Graham Eden downdraughted March 722 and after claiming pole position scorching away from the line and never looked like being headed throughout the 15 laps. Things might have been different had fellow front row man John Wingfield (Brabham BT38) been able to get away from the line, his BDA refusing to burst into life at all. John Nicholson took over second at the start in the Pinch (Plant Hire) Lyncar and maintained it to the end. Peter Wardie did likewise and took third with his ART Lotus.

Sonny Rajah (March 712) Reg James (in Jeremy Gambs' F3 Ensign) and Tony Brise (F3 GRD) battled initially over fourth. Rajah spun down the field while James pitted with throttle cable problems so Brise, the only runner on slicks, took over a safe fourth which he held to the end. Incidentally James had been second quickest in practice with his BT28 but blew a head gasket. Val Musetti made rapid progress up the field in his F3 Royale and took a comfortable sixth.

All the special saloon classes turned out next and virtually filled the grid. Not surprisingly it was Gerry Marshall who led the ten laps from start to finish with the Thames TV Vauxhall Firenza. Gerry did not extend himself however and Terry Harmer's Mini-Cooper S was able to stay within a couple of seconds throughout, Harmer trying like mad to make up the extra yards, but it was never really on.

Numerous spins on the slippery surface early on opened up the other places. Alan Rogers' Mini spun while third and was followed by Tony Hazlewood in the tremendous DAF-Rover. After a quick pit stop to investigate the suspension Hazlewood repeated his manoeuvre and dropped well down the field but claimed fastest lap. Alan Jones' Mini inherited a safe third place in the drama while Mo Mendham battled to keep Bob Jones' Mini out of fourth place, he succeeded by 0.2 s.

The "Devil take the Hindmost" FF event was next up, the idea being that 20 cars would line up for a 20-lap event and the last person on each lap would be black flagged. Fine, but only 19 started and then spins and shunts accounted for a few more. Peter Browning, the man who dreamt it all up, was right on the spot, however, and sorted it all out lap by lap.



G1 battle, Chittenden leads Marshall and Dron

Luckily there was no big first lap pile-up at Paddock as Frank Hopper (Royale RP3A), Sid Fox (Hawke DL10) and Richard Morgan (Lotus 61) started a big dice for the lead. The first few laps were quite orderly as the tail-enders were notified of their position and made their way to the pits. Only once was the wrong man mistakenly flagged following a spin at Kidney. This depleted the field somewhat so as the crowd warmed up, applauding retirements every lap, the race was officially shortened to 15 laps.

T W Neddell (Lotus 69) held a solid fourth but departed the scene on lap 12, leaving the battling trio of Hopper, Fox and Morgan to provide the excitement in the closing laps. Morgan had tailed the others all the way and despite Herculean efforts to make up a place failed to do so and so he was out on lap 13.

Fox made his bid at Paddock on lap 14 and took the lead but Hopper was not finished. Nose to tail they went through Kidney and up to Clearways. Fox adopted his usual line as Hopper dived inside. It was a brave effort which eventually brought reward, however all was not rosy. The Royale slid wide and went right into Fox. Both cars spun and the scramble to recover was on. Fox regained the track first and victory looked to be his. Having gone a few yards the Hawke suddenly spun viciously and sent Fox down the pit lane; a rear upright was broken. He was unable to get back on the circuit and struggled along the pit road to try and make it that way. Meanwhile Hopper was having his problems too; his rear suspension was also damaged and as he crawled along the car swerved viciously at every moment. The offside rear wheel looked due to part company any time but he made it to the line and was proclaimed winner, the unfortunate Fox having given up the struggle along the pit lane.

The dramatic ending made it an unforgettable occasion for the spectators and it is an idea that might bear repeating on occasions.

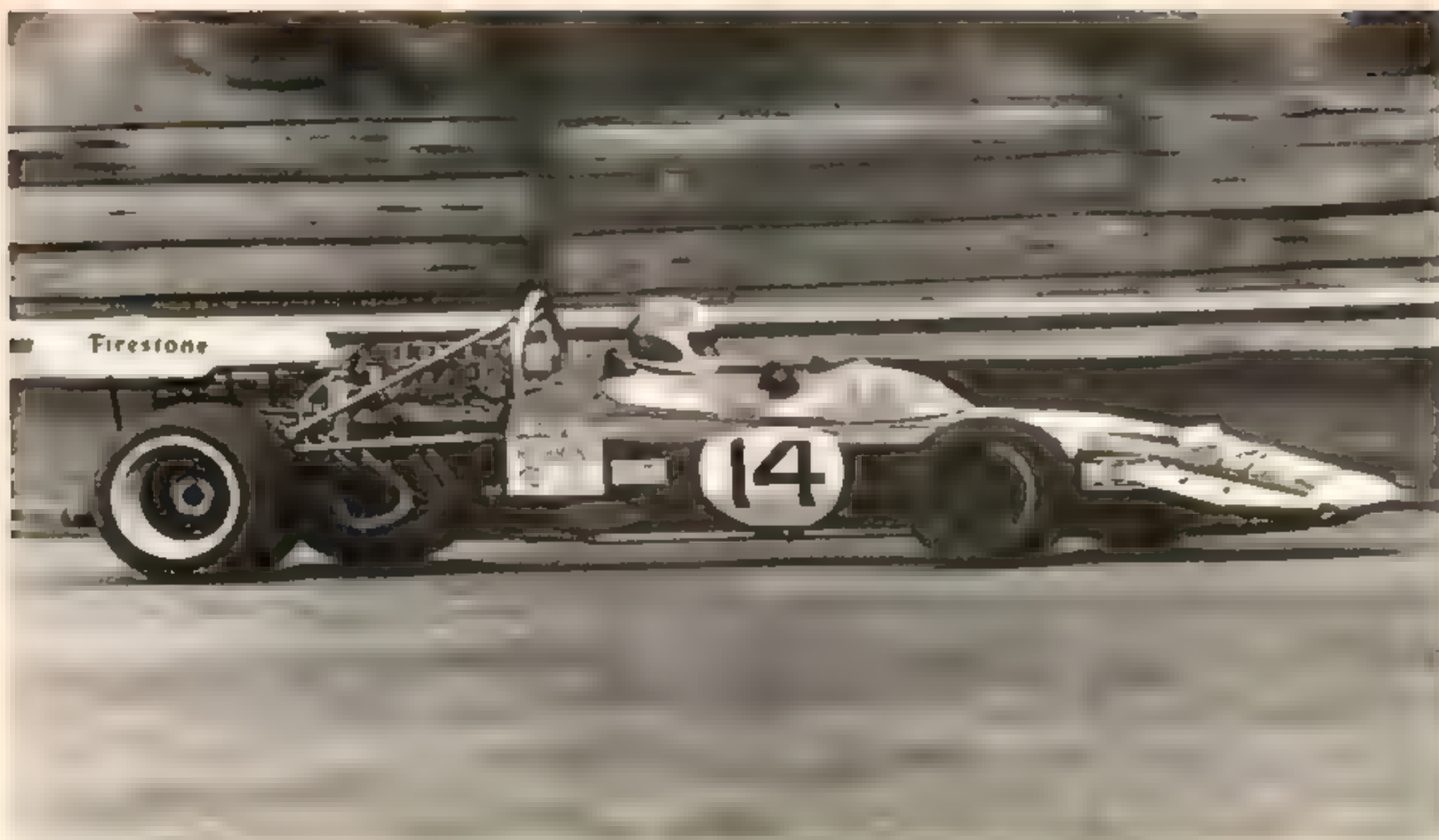
The G1s appeared next and provided a splendid race. Gerry Marshall was on pole with the Firenza and took an immediate lead.

However this was not going to be a walk-over. Mike Chittenden took over John Bloomfield's BMW 2002 for the day and latched on behind while making it a threesome was Tony Dron in the Fry's of Lewisham Mexico. Marshall led for the first five laps in his typical exuberant style while Chittenden was doing all he could to keep up and had a couple of hairy moments exiting from Paddock. Motor man Dron obviously wanted to win the race sponsored by his magazine and really flung the Mexico around and gave "Chit" some real problems. The latter found it uncomfortable so really got it all together with the BMW and went round the outside of Marshall into Paddock after being shut out at other corners; amazingly he held it and took the lead. The BMW was never headed again although it was not able to pull out more than a second over the others. Dron directed his attentions to Marshall and all but had him round Clearways on a couple of occasions but had to be satisfied with third. The Mexicos of Alan Wilkinson and Derek Wileman had a good scrap for fourth with Wilkinson just getting the verdict by 0.4 s.

Just nine cars arrived for the Yuletide Trophy F3 race, Tony Brise sat on pole with his familiar GRD-Holbay (the car he will keep for a spare next season). He missed virtually the whole of practice as the engine refused to fire cleanly but clinched pole on a drying track from Alan Jones as the flag came out. Jones was using the ex-Sutcliffe GRD fitted with a Vegantune and had Dave Walker along as team manager.

It was Jones who led from the start as Brise sat and spun his wheels. Brise recovered after three laps and demoted the Australian and went on to score a comfortable win. Jones held second to the end although the engine only just survived.

The initial dice for third was between Mike Wilds in the Dempster Developments March 713S (his Ensign is being updated) and Jeremy Gambs in his Ensign. Val Musetti made rapid progress through the field and joined them in his Royale. Wilds promptly spun as Musetti



Steve Thompson scored an easy win with the F5000 Surtees TS8

day thanks to a large team of polishers!

Pete Tinworth streaked off the second row in his Lotus 81M at the start of heat two but deposited his car in the hairpin barrier under pressure from Terry Fisher before the lap was up. Also finding the pace a little hot at the start was pole position man, Tony Rouff, who spun out of Gerards in his Marilyn Mk 20A, restarting near the back. All this left Fisher with a comfortable lead, pursued by John Bright's smart BPG Mk 4 and Paul Geoghegan (Marilyn Mk 17/20A). On lap 6 Geoghegan clipped off his nose at the hairpin but still managed to hold on to the rest of the bodywork and third place on the last lap from a rapidly recovering Rouff.

The final began with the elimination on the Pit Straight of Geoghegan and Andrew Peach's Palliser WDF3. This brought out the yellow flags which the leaders treated with scant regard as they completed lap one. Fisher led from Holland, Clacher, Elkington, Rouff, Bright and Robin Maydew's Alexis Mk 18B, all in a bunch. Fisher's early break was soon reduced by Holland but the Gnetta driver tried just a little too hard at Gerards on lap 4 and spun most of the way down Stebbes Straight, ending up just short of the lake (once inhabited by his namesake Keith Holland!), before resuming a chastened last-but-one. Fisher was left on his own to score a six second victory from Bright, who, once again shone in the BPG in holding off the American Rouff, who plans a full season of F3 in 1973 with a GRD. Elkington had the new Royale briefly in third early on but a nudge from Rouff dislodged his carburettor intake, which created such a din that he pulled in to investigate. Clacher's wide-rad-stored Alexis lost touch with the BPG and Marilyn ahead but was a secure fourth as Maydew's older Alexis dropped away. Holland's recovery gained him sixth place and the fastest lap.

Geoff Friawell's present from Father Christmas, the ex-Carlos Ruesch Surtees TS10 into which he has fitted a Brian Hart BDA for a season of Formula Atlantic, should have been on pole position for the libre race but Geoff had a minor confronta-

tion with the hairpin barrier in practice which knocked a front wheel off. This left Steve Thompson with no worries and an easy win in the Surtees Domestic Appliance, half a lap ahead of John Sabourin's Maser Blenders Brabham BT29, the BDA of which was cutting out at awkward moments which led to a spin at Devils Elbow to the consternation of the following F1s. Sabourin recovered his composure and second while that man Fisher was third and best FF from Rouff. John Holroyd's 1.6 U2 Mk 11-Holbay started at the back of the grid but came through the field in fine style to all but oust Rouff on the line. John Lepps' Christmas treat was half a lap in the ex Red Rose/Tergat Chevron B19 21 which Jody Sheckter and John Watson drove earlier last year. After its new owner Bob Howings, and his mechanics had spent all morning trying to start the thing, the clutch failed at the start and the car turned sharp left when it reached the Esses. Damage was slight.

The eight mod sports entries were joined by the saloon entrants who wanted a second race, and got a bit lost in the process. The race was dominated by Bob Fox's Paul Ivey engine'd Mini-Clubman although it might have been closer if Geoff Wood, trying out the replica of his 1.3 Mini-Ford which he has built for Gerry Hinde, had not had only three cylinders for the first half-lap. The engine continued to play up occasionally which helped Tony Strawson to gain ground rapidly in the Ford Falcon after a spectacular charge through the field from the back row. Wood held on to second by 0.8 s. Syd Segal drove his recently acquired ex-John Gott Austin Healey 3000 with verve to win the mod sports race and take fourth overall, chased at a distance by Dennis Welch's Anglia and Chris Williams's Triumph GT6 which just beat the Escort V6 of Mick Tamplin. Bill Cox thundered round hot on the heels of Fox as far as the hairpin on lap one, where the Capri-Chrysler got away from him and gently smote the barrier.

The proper special saloon race saw Fox out again, with Hinde now in the Mini-Ford and Dave Milington in the Brook Hire

Firenza. Hinde was content to treat his new car calmly on its first outing but Milington, after a rotten season with his Escort TC, was determined to make up for lost time, and stormed past Fox in the Esses, leading for the first two laps. Fox tagged along before diving for the inside at the Esses on lap three and heading the pack for the next 2 x 2 s. The pressure from the Vauxhall was too much, however, and the Mini-man misjudged a gear at the hairpin with one lap to go, running wide and letting Milington through. But Fox was not finished and came back strongly, drawing alongside on the inside at the hairpin for the last time. Milington kept his line and received a dented driver's door for his pains, while Fox nipped through to cross the line in front. Milington's protest was upheld and Fox disqualified for "an error of judgment." By current standards, Fox's tactics were quite mad but if this marks the beginning of a tougher attitude towards rough driving, it is to be welcomed! single-seater drivers please note. Strawson kept the Falcon well up at the start but slipped back, as he felt a front wheel coming loose without losing his pace. Welch did lose the next place for jumping the start so Hinde found himself third in the final results after all.

Formula Ford Heat 1 (7 laps) 1 D. S. Hinde 1.6 U2 2 B. Fox 1.6 U2 3 J. Sabourin 1.6 U2 4 J. Holroyd 1.6 U2 5 J. Lepps 1.6 U2 6 J. Watson 1.6 U2 7 J. Sheckter 1.6 U2 8 J. Ruesch 1.6 U2 9 J. Clacher 1.6 U2 10 J. Rouff 1.6 U2 11 J. Bright 1.6 U2 12 J. Maydew 1.6 U2 13 J. Holland 1.6 U2 14 J. Peach 1.6 U2 15 J. Geoghegan 1.6 U2 16 J. Tinworth 1.6 U2 17 J. Friawell 1.6 U2 18 J. Wood 1.6 U2 19 J. Segal 1.6 U2 20 J. Tamplin 1.6 U2 21 J. Williams 1.6 U2 22 J. Welch 1.6 U2 23 J. Cox 1.6 U2 24 J. Hinde 1.6 U2 25 J. Milington 1.6 U2 26 J. Fox 1.6 U2 27 J. Sabourin 1.6 U2 28 J. Holroyd 1.6 U2 29 J. Lepps 1.6 U2 30 J. Watson 1.6 U2 31 J. Sheckter 1.6 U2 32 J. Ruesch 1.6 U2 33 J. Clacher 1.6 U2 34 J. Rouff 1.6 U2 35 J. Bright 1.6 U2 36 J. Maydew 1.6 U2 37 J. Holland 1.6 U2 38 J. Peach 1.6 U2 39 J. Geoghegan 1.6 U2 40 J. Tinworth 1.6 U2 41 J. Friawell 1.6 U2 42 J. Wood 1.6 U2 43 J. Segal 1.6 U2 44 J. Tamplin 1.6 U2 45 J. Williams 1.6 U2 46 J. Welch 1.6 U2 47 J. Cox 1.6 U2 48 J. Hinde 1.6 U2 49 J. Milington 1.6 U2 50 J. Fox 1.6 U2 51 J. Sabourin 1.6 U2 52 J. Holroyd 1.6 U2 53 J. Lepps 1.6 U2 54 J. Watson 1.6 U2 55 J. Sheckter 1.6 U2 56 J. Ruesch 1.6 U2 57 J. Clacher 1.6 U2 58 J. Rouff 1.6 U2 59 J. Bright 1.6 U2 60 J. Maydew 1.6 U2 61 J. Holland 1.6 U2 62 J. Peach 1.6 U2 63 J. Geoghegan 1.6 U2 64 J. Tinworth 1.6 U2 65 J. Friawell 1.6 U2 66 J. Wood 1.6 U2 67 J. Segal 1.6 U2 68 J. Tamplin 1.6 U2 69 J. Williams 1.6 U2 70 J. Welch 1.6 U2 71 J. Cox 1.6 U2 72 J. Hinde 1.6 U2 73 J. Milington 1.6 U2 74 J. Fox 1.6 U2 75 J. Sabourin 1.6 U2 76 J. Holroyd 1.6 U2 77 J. Lepps 1.6 U2 78 J. Watson 1.6 U2 79 J. Sheckter 1.6 U2 80 J. Ruesch 1.6 U2 81 J. Clacher 1.6 U2 82 J. Rouff 1.6 U2 83 J. Bright 1.6 U2 84 J. Maydew 1.6 U2 85 J. Holland 1.6 U2 86 J. Peach 1.6 U2 87 J. Geoghegan 1.6 U2 88 J. Tinworth 1.6 U2 89 J. Friawell 1.6 U2 90 J. Wood 1.6 U2 91 J. Segal 1.6 U2 92 J. Tamplin 1.6 U2 93 J. Williams 1.6 U2 94 J. Welch 1.6 U2 95 J. Cox 1.6 U2 96 J. Hinde 1.6 U2 97 J. Milington 1.6 U2 98 J. 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In 1972, the John Player Special gained the eighth successive Championship for Girling-equipped cars

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Club Scene —

The year reviewed

HILL CLIMBING

Although there were many new faces in the supporting cast of this year's hillclimbs the leading actors were the same as usual. In fact the only change in the top six places of the Shell/RAC championship was a reversal of first and second spots. The story was the same in the Shell Leaders championship for the 1972 winner, Chris Cramer, now has two wins and a second in the championship's three year old history. It was, though, a year of changing fortunes. Four wheel drive was at the top at the start of the season and V8 power dominated the latter half. However, with four mid-season wins the 1970 RAC champion, Sir Nicholas Williamson, showed his undoubted ability to reclaim his title. On the second championship run at Bouley Bay he rolled his March 7123 soon after the start and it wasn't until the final round at Doune that he regained his form and set the seal on a worthy championship with his fifth success. With a 2 litre alloy block Hart BDA Williamson was the only leading driver not to use a V8 although he will be joining the power brigade next year as Martin Slater (the Lyncar designer and an ex-March employee) is fitting the March with one of the two ex-McLaren F1 Cosworth DFVs acquired by David Good and suitably modified for hillclimbing. The old engine and gearbox have been sold to a very rapid driver not seen before in the cut and thrust of the top ten run-offs.



Sir Nick Williamson—Shell/RAC champion for the fifth time.

Williamson's Barton Manor, Pontypool (the first ever Welsh round), Bouley and two Doune wins saw off his principal rivals David Hepworth and Mike MacDowel. The Yorkshireman had rebuilt his 4WD Guyson Sandblaster Special and looked a potential champion at the beginning of the season with wins at Loton Park, Wiscombe Park and a very wet Shelsley Walsh. Then his Inter-series project got under way with his BRM P154/167 and his hillclimbing wasn't as sharp as it had been. MacDowel scored as many points as Hepworth although he took a long while sorting his Cosmac Brabham BT36X, suitably modified to accept his 740 series Repco, now a full five litres. A set of new Firestones helped. A record breaking Shelsley was the highlight of a short period of domination late in the season during which he also claimed the records at Gurstan Down and Harewood. Another season with the white Brabham could see the Coombes of Guildford director even higher up the table. His old rival, Warwick's Roy Lane, was

only one point adrift of the above pair with his beautifully prepared, light F1 McLaren M14D powered by a home tuned, Lucas fuel injected, 57 litre Chevrolet. Lane, as usual, was unbeatable at Prescott. One of the rounds there having to be held at the Inter Club meeting fell victim to an impossibly muddy early season national when the championship runs had to be cancelled. Another driver here who is keeping to the same car and must be in with a chance of the 1973 title Kidderminster Motors' Tony Griffiths really means business for he has acquired the F1 Brabham DFV BT33 used by Wilson Fittipaldi and Graham Hill at the beginning of the year. However a lot of work will have to be done if it is to match the smartness of the Brabham Repco BT35X he has used this year and last (and now acquired by John Cussins). Berkshire's 440 yard Great Auchum saw Griffiths shoot round the tricky banking to score his first ever championship BTD. He was nearly caught in the championship by Dewsbury's ever improving Richard Thwaites, surely the most promising young hillclimber, in his now rather aged Packard McLaren M10B. At the start of the season Thwaites showed his ability to beat anybody with a fine sequence of non-championship wins.

Mike Hawley led the rest having fitted a Hart FVA to his Brabham BT35. Peter Voigt had MacDowel's old Palliser and the Repco V8 used in the Le Mans Healey to trouble him while long distance driver Richard Shardlow ended a superb first season by rolling his ex-Roy Lane McLaren M10B at Harewood. The car was smoking so badly from a scored bore that it acquired the mispelt legend: "HMI Government Warning: Smoking Can Damage Your Health." Both Geoff Rollason and Peter Brasher-Jones returned to the season. Rollason with the best Lotus 69 sold (powered by a Hart FVA) and the Welshman with the ex-Malcolm Eaves Brabham-Bulck BT21C. A pleasant surprise came at Wiscombe when the rain helped Peter Varley to second place with his ex-Sir Nicholas Williamson and Spencer

Exon Brabham BT21C that later broke the record at Guernsey's Les Val des Terres in the hands of Shardlow. Oh, and if you thought you saw the name of "J P Jaussaud" hurrying up the hills it was only Williamson with some replacement bodywork from Bicester following his Bouley shunt!

Sadly the 14 round series was the last to be sponsored by Shell and next year's championship, which will include Les Val des Terres on the Saturday after Bouley, still hasn't a backer. Shell also put up the money for the Leaders series, based on class positions throughout the season, for which there was a record entry. Two of the best hillclimbers in the business fought tooth and nail for this, with the title, like the RAC series, returning to its 1970 owner. After a year's absence 1961 RAC champion David Good returned to the sport with last year's Martin BM8 sports racer, ably supported by constructor, Brian Martin. In an exciting class including a number of Chevron B19/21s Good usually came out on top with some fine driving. However the skillful Chris Cramer, with only a 1.3 litre fuel injected Cooper S engine in his Mallock U2 Mk 11B was also mounting up the points, even recording a faster time than Good at Bouley Bay. At Harewood he took the lead and all hinged on the final Doune. However the championship came to an unhappy conclusion when Good crashed heavily soon after the start on his first run and the title went to Cramer by just one point. Both men are moving on to pastures new next year and Good is having one of the ex-McLaren DFVs fitted into a new Formula Atlantic Lyncar.

Robin Leathart scored steadily in his Austin Healey Sprite to take third place ahead of John Stuart's twin cam U2 Mk 8B and Colin Myles diminutive 500 cc Cooper Mk 9. Sixth, only a couple of points behind them, came David Franklin's rapidly conducted ex-John Cavill P4 Vixen Imp prepared by Huntsman Cars.

Forgetting the BOC's Prescott Gold Cup, whose dubious bogey times made it a Bugatti!

Roy Lane takes a tight line at Gurstan Down to take second fastest time





Competition Yearbook 1973

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RESEARCH shows that a majority of motorists across Europe believe that competition is a good thing for a motor manufacturer, both for publicity and development. A good reason for Ford to be involved at so many levels. So many levels that we decided to do this Year Book to cover all our 1973 activities.

Hopefully it will cut down the number of letters we get, because half a dozen times each week people write along the lines of "How do I become the next Roger Clark?" Enter for the Daily Express Escort Rally Championship—see page 7

"My boyfriend drives a bus in Cleethorpes and is just as quick as Jackie Stewart." Probably so, if he is then get him into the Motorcraft Mexico Challenge (page 31) or in Formula Ford (page 22). Either way he'll get an excellent chance to prove his ability.

You run a Formula 2 or Formula 3 with a Ford engine? See page 42 for how to claim under our Bonus Scheme, which also covers rally drivers.

You can't afford it, even with our Bonus Scheme? The article on sponsorship on page 29 may not solve all your problems but it will help you to avoid some of the pitfalls.

We were very proud to win the Ferodo trophy last year for Ford racing engines. Proud and pleased—because it gave us a chance to acknowledge the tremendous debt we owe to people like Cosworth, Broadspeed, Brian Hart, Holbay, Don Moore, Weslake and many, many others.

Which really is another good reason for being involved in motor sport—you meet such a great bunch of talented people.

Hopefully this Year Book will help many other people to get involved in enjoyable and successful competition.

Stuart Turner



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**Don't just
sit there —
participate!**



So you have faithfully watched the antics of your favourite branch of motor sport for several years, but there's something missing. Somehow you feel it would be nice to become a little more than just a spectator, paying for the privilege of standing on the outside looking in. At this point most enthusiasts think about joining in the fun in the most direct way, either as a driver, navigator or mechanic, hanger-on.

In fact over 22 000 such enthusiasts will take out an RAC Competition licence of one sort or another in 1973, though by no means all will compete regularly. Judging by the letters any manufacturer or magazine editor receives there are still another 22 000 who don't know the answer to the perennial 'how do I become a racing rally driver?'

First of all we will deal with this traditional favourite. The formalities of transferring into race or rally driver are similar. First you need an ordinary UK driving licence (not a provisional), then you can apply to the RAC Motor Sport Division, 31 Belgrave Square, London, SW1, for a restricted competition licence to cover the following categories—racing, rallying and speed events. The latter category covers auto and rally cross, hillclimbing and sprints, or drag racing.

All the competition licences have three grades, Restricted, National and International.

As a novice you will be only entitled to apply for a Restricted Licence, which for racing will cost £3 and for rallying, or speed events £1.50. Racing progression to National grade will depend on performing satisfactorily in restricted events for six signatures (written in the back of the licence) to enter the National category. Further signatures (and additional payment of fees) will be needed to obtain an International A racing competition licence also needs backing up by a medical certificate before it is valid; the RAC supply a blank for your doctor to fill in. Again you can expect to pay, but how much depends on the doctor. It is at this point one realises how expensive the sport will be, for you need to join an RAC affiliated club (an additional £1.66) and there's still a pressing requirement for a suitable motor car.

Whereas no signatures are needed to obtain an International grade speed licence—in fact one can be obtained straight away at a cost of £4—a rally driver also has to earn signatures for each upgrading. From Restricted to National will need three signatures on restricted events, with a further two signings for the International qualification. As in racing the signatures are obtained by good behaviour, thus so long as there are no complaints about your driving during

the event, a signature will be forthcoming.

While we leave our hero driver struggling over the paperwork, what of his rallying companion, the faithful co-driver and navigator? The co-driver's lot may traditionally be lots of eye-strain and little glamour, but there are important advantages, of which the first has to be that he doesn't usually pay expensive car preparation bills!

There are those who have made great names for themselves after their experiences as co-drivers too. Vic Elford was probably the best known example of a co-driver turned professional driver, but there are other ways to go. For example, there's a hardy breed of rallying journalists who are known for their prowess as co-drivers. John Davenport is the best known through his Autosport connections, but Hamish Cardno of Motor and Martin Holmes have both enjoyed success in both fields, as has Gerry Phillips of Motoring News.

There's another advantage to co-driving. Initially one doesn't need to pay the RAC for a competition licence, that is only necessary at National grade events. Because co-driving is such a neglected art (and the writer doesn't understand it!), we have included a second feature article by Henry Liddon in this supplement, who does know what he's talking about and this will be found on page 18.

Chris Solater demonstrates to John Davenport the rallying style that earns attention





Clubmans racing is a useful starting point but ever more expensive as these immaculate cars testify

A racing driver's course might not be a bad idea before joining this lot!



**Don't just sit
there — participate!**

continued from page 3



Capri timers at work at Paul Ricard

After the paperwork is out of the way how do racing and rallying stars of tomorrow get a start in the sport? First, the rallyman. The opportunities to use your existing road car are much better than for racing, though it helps to ensure that you really can manage without your car if it is severely damaged. Begin with small club rallies. If fun and informality are what you enjoy in rallying then one could continue forever on closed to club events, but if you want to prove yourself against the established club rallying names, there's no reason why you shouldn't move quickly on to the better-quality restricted events like those qualifying for the *Motoring News/Castrol* Championship.

There are plenty of events outside that *Motoring News/Castrol* series which could also be taken in as basic training. In fact some of the classic British club rallies, like the Targa Rusticana, have stood without championship status in the past, so don't let championships over-influence your selection of events.

To really prove your ability, special stage events are a must and this is why you find top drivers like Roger Clark, Chris Sclater and Mike Hibbert all contesting the Uniroyal Autosport, RAC Rally National Championship. The ability to drive quickly and safely on loose surfaces is of paramount importance in international rallies, so those with ambition need loose surface practice. One way of improving your sliding style is autocross, in which the grass track can change from early morning slipperiness to a dusty rutted car track by evening. Rallycross has the advantages of a bigger track, at least a mile as compared with half that in autocross, and surfaces ranging from tarmac through chalk



Above, rallycross rallypoint is useful training for rallying and racing



to grass. Naturally speeds are higher in rallycross too and thus tracks like Cadwell Park offer plenty of flying practice as well. Certainly Mäkinen is convinced about rallycross, as you will find out if you read John Taylor's article on page 40. However, as Taylor would agree, there's no substitute for proper rallying experience, once the basics are understood.

It doesn't matter whether you intend to be the next decade's rallying or racing superstar, a little preparation before your first competition outing can forewarn you of driving errors that could prove very expensive. The best place to gain an initial understanding of yourself and (possibly) the type of car you drive is on a skid pan. This is by no means a substitute for competition experience, but a session on one of the British School of Motoring (BSM) or local council skid pans can teach you a lot about delicate car control. These slow-speed skills could then be polished at higher velocities in autocross or sprints, depending on your proposed activities — sprints serve as a good apprenticeship prior to racing in that they are on tarmac. You only race the clock in sprints, not a gaggle of scrapping pilots who are intent on glory.

The budding single-seater man who has never driven such a car before would be well advised to attend at least a preliminary set of lessons at one of the recognised schools such as a Jim Russell (Snitterton, Malory). For under £20 one can usually get to the stage of trying a Formula Ford, a facility that at least enables you to judge if you really want to sit out in the wind risking your anatomy, and the possible displeasure of the bank manager, who will almost certainly be part



Below, marshals are especially important to Formula 3 drivers



of your future if you decide to go on. On the subject of racing schools it is important to realise that they really take astonishing risks in letting people drive the cars at all, but the reputable schools have this faith rewarded by remarkably low accident rates, a reflection of good teaching and the ability to spot anyone who shouldn't even be driving a road car!

It is worth noting that to go all the way through a racing driver school, possibly earning the right to race their car at public meetings, will cost over £100. Even if you never get the chance to drive a school car in front of the public (and it is only the really gifted and fortunate who do as a rule) most schools organise private races.

A helping hand

Another way of immersing oneself in motor sport is to offer your help to your motor club, either as a marshal or as a member of the organising team. Big clubs like the BARC and BRSCC have full-time staff at their London headquarters to deal with every aspect of an event but, like the smaller clubs, they always need people to stand out in the breeze and deal with competitors or the public. A spell in any, or preferably all, branches of motor sport is invaluable because you will find out how events are organised, while also making a useful contribution and frequently gaining a first-class view of the competition. Let's make clear though that it's not a good idea to go along just for the chance of watching without paying; you could be manning a time or passage control on a rally, or a pit or paddock marshal at a race meeting, and see far less than the average spectator. Just how high the demand is for marshals can be judged from the frequent



Above, famous "club" saloons, Abbott's FVA Escort and Hill's Boss Capri

Group 1 should be cheaper next year, but still with little chance of peace required by this Escort



appeals in most motor club magazines and the awesome fact that over 600 such gallant volunteers are needed every year, just to run the British Grand Prix!

After your experience as a marshal you may well decide that you want to master a specialist organiser's job, such as scrutineering or timekeeping. In both cases one has to apply to the RAC to be appointed. A timekeeper will begin as an assistant to an experienced man, who will supply a recommendation to back your application to the RAC when you have shown him that you are an efficient assistant. Normally you will serve at least a year as a Group 3 (just a way of labelling your abilities, nobody's going to mistake you for an homologated sports car!) timekeeper. To progress any further through Group 2 to the respected Group 1 timekeeper rating requires experience and the ability to pass the stipulated tests.

Scrutineers, that maligned band who conduct the technical examination of competitors' cars, divide into assistants, plus Group 2 and 1. Again you apply to the RAC Motor Sport Division to begin as an assistant, following experience gained while helping a Group 1 or 2 scrutineer on a volunteer basis through your motor club. Then you officially become an assistant scrutineer. If, after one year's experience and at least 10 meetings, you can supply two recommendations (one from a Group 1 man) to say that you are a conscientious inspector of mechanical marvels then you may well be appointed a Group 2 scrutineer with the power to take charge at all events save race meetings. To be the boss in the scrutineering bay of a race circuit requires a lot more experience, some technical qualification to back up your judgement as

an expert, "in case of judicial proceedings," and the RAC would prefer that you were over 30 years old.

Other appointments within the organisational side are on a volunteer basis, so the only way to become a Clerk of the Course, Secretary of the Meeting, or whatever, is to prove yourself through constant hard work. There's no money to be made, but there is honest satisfaction in doing a job that really needs to be done. The trait of staying cool in the manner of the best club helpers, even under tragic circumstances, is one that could be useful in life away from competition motoring as well. In fact, anyone who faces ambitious competitors over a number of years as a scrutineer could justifiably fire off an application to the Foreign Office in the hope of becoming a properly paid diplomat!

Other avenues into motor sport include acting as a mechanic (there are no vacancies at Boreham at present!), commentating, servicing on rallies and selling programmes at race meetings.

Now obtain your copy of the Blue Book from the RAC Motor Sport Division, study the list of clubs, join up and leave the TV to console all those other spectators!

Unfortunately the colour centre section went to press as the dates for the six Ford Sport Days in 1973 were being finalised. For the record, here are the six correct dates: May 27, Brands Hatch; June 16, Castle Combe; August 26, Mallory Park; September 16, Ingilton; September 22, Oulton Park; October 7, Croft.



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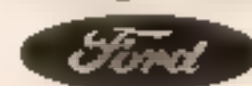
They've been through fire and ice, literally.

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It comes as a bit of a surprise to look back through old rally reports of, say, 1960 vintage and find how little the sport has changed indeed in certain regards the wheel has just come round full circle. To put the time scale in perspective 1960 was the year in which Eric Carrison notched up the first of his remarkable trio of victories in the RAC Rally in his amazing 841 cc Saab, co-driven on the occasion (dare one remind him?) by Stuart Turner.

On the face of it, some aspects of the sport have hardly changed—rallies are still tests of car driver and navigator in keeping to a prescribed time schedule, though with the emphasis latterly more towards the car driver combination rather than the crew itself. The average speed is still nominally 30 mph (though admittedly in 1960 30 mph on the route card usually meant what it said!) and the format of the events themselves is little altered, the only immediate difference that springs to mind being the increase in minimum length of section between time controls from half a mile to two miles, and the considerable emphasis now placed on sections timed to the second rather than the minute.

Cars and crews have, however, improved vastly and with corresponding improvements in tyre technology, the capability of the competing crews has been much enhanced over the past 12 years, naturally organisers' talents have advanced sufficiently to match competitors' improved performances, and amazingly the prescribed 30 mph average still suffices to sort out the results!

In 1960 a great proportion of rallymen used near enough standard cars—A40s, Morris 897 Anglias—with the occasional performance boost by such firms as Speedwell and Aqua plane; sports cars, too, were popular, and the Healey 3000 was an exciting rally car in the right hands; and whereas nobody denied that power helped, it was apparent that the driver's talent played a large part in a crew's success in those days.

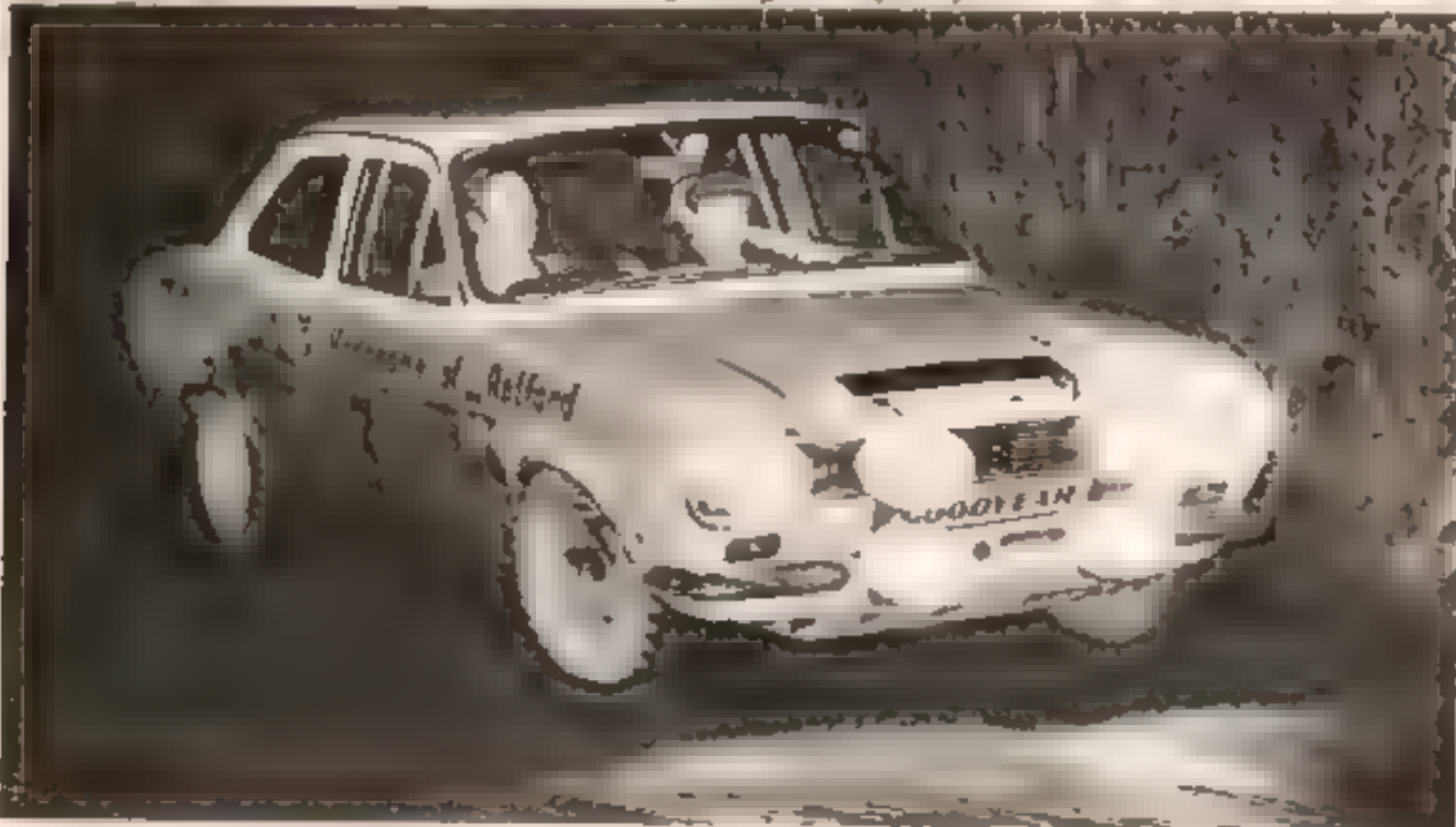
In the intervening years, and especially latterly, Power with a capital P, bought by Money has tended to take over where skill left off, thus several exotic and expensive machines have appeared on British rallies.

Logically, one might deduce that to be successful you have (a) to be rich or well-backed, (b) to have at least 220 bhp in your Escort, and (c) to have had it specially prepared, but the fact is that it is just not so; the proof is that on three occasions last year, bog standard 86 bhp, 1600 cc engine Escorts secured second place behind Harold Motley's 1800 cc, 220 bhp aluminium-engined Escort in his Motoring News championship winning run.

Hence the claim in the opening paragraph that the wheel has come full circle; 1972 saw the return of the standard car to the forefront and the car that highlighted was the Ford Mexico.

By now all enthusiasts must surely be aware

Sparrow and Nigel Roeburn were backed by Hodgsons of Retford



Escort Rally Championship

Good start—Daily Express backing in '73



After a hectic bout of qualifying rounds Will Sparrow and his muddy machine, Will with cigar to celebrate his Championship victory

that the Mexico, which is assembled at Ford's Advanced Vehicles Operations facility at South Ockendon, uses a mildly strengthened version of the basic Escort shell powered by the standard 86 bhp 1600 GT engine; an instant rally car, as strong as an RS1600 though less powerful and considerably cheaper. How then could these comparatively mundane motor cars be pushed to match specialised cars? The principal reason was that there was a great incentive to each driver to conduct his Mexico faster than any other Mexico driver, for these Mexico men were competing for works drives

on the 1973 Welsh Scottish and RAC rallies. Throughout 1972 some 80 drivers contended a 16-round championship, for which the principal award was the loan of a works prepared RS 1600 for the 1973 RAC Rally with all expenses paid and an added bonus of £500 cash. The rules were simple—the Mexicos had to be in Group 1 (Standard) form, and virtually the only relaxation allowed was that the front seats could be changed. Thus, no limited slip diffs, no special camshafts, no worked heads or polished parts—and these points were checked on many occasions. The 16 rounds covered the country from Cornwall to the Border, from North Wales to East Anglia and from the outset provided incredibly wide scope. The 1972 Mexico stars were undoubtedly Will Sparrow, Tony Pond and George Hill. Several other drivers featured well, even if not quite so consistently—Nigel Roeburn in particular put in some astonishing performances; others who shone at times were Malcolm Gibbs, Bob Bean, Malcolm Wise, Peter Hall, Peter Hughes, Russell Brookes and Brian Newman.

Even if the 1972 awards seemed to be a reasonable incentive, they are paid in comparison with the major prize for 1973, which is no less than the loan of a works prepared RS 1600 for the whole of 1974 plus £1000 in cash or parts—a fine target indeed. There are also period bonuses for the crews putting up best performances in each quarter of the Championship, and full details can be found on the following pages.

One of the disappointments of the 1972 Championship was that no really new names appeared—though a number of people had probably not heard of Tony Pond. Yet there was no reason why a talented newcomer should not have featured in the results at the end of the year and Stuart Turner is anxious



Great rivals of the champions, as ever, were George Hill/Keith Wood

to get the message over that this is a Championship that anyone can win.

The format for the 1973 Daily Express Escort Rally Championship is like that of 1972: there will again be 16 events from which competitors must choose their best 12 scores, the scoring in each round being 10 9 8 7 etc. Points are awarded to Mexico's only not on a general classification basis, though often in these rounds, few others get a look in!

Following the rather variable quality of the rallies in the 1972 series, a panel of closely involved (and critical) competitors were invited to choose their own events and the season starts in Mid-Wales on January 6 when the Oxford University Motor Drivers Club

present their annual Targa Rusticana, this is also a qualifying round in the Motoring News Rally Championship and will immediately bring together the principal challengers in these rival championships. It will indeed be interesting to see whether a Mexico can manage to win a non-barred Motoring News event. Other events which feature in both Escort and Motoring News Rally Championships are Tavern MC's Rallye Bristowe (February 16 in Devon), High Moors MC's Cytax Rally (March 24 in North Wales), Strickland & JMC's Suckerman Rally (September 1 in the Cleveland Hills) and M. recambe CCA International Rally on October 6 in the Lake District, all classics in their own right. In addition to these

six events, Escort Championship contenders have another ten lesser known but hopefully equally well presented and challenging rounds to tackle. These include the Mini Miglia (Knowdale CC) on January 13, which is an event open to Group 1 cars only, all competitors being tested on a rolling road for compliance with known output at the rear wheels. Four all-stage events—the Chieftain (a rough, tough event over Army roads on Salisbury Plain), the Shenstone, the Border, and an extra Scottish forest event, two part-road part-stage events—the Gwynedd and the Britvic and three other all-road rallies—the Devils Own (another minor classic in the Lake District), the Taunton, and the Virgo Galaxy. Sixteen varied events which will test the skill of the participants in the Championship to the full, and which will, hopefully, present those participants with events to their liking throughout the season.

Finally, who will be participating? At this stage, few contenders have declared their plans. It seems certain that neither Will Sparrow nor George Hill will be in a position to spend another year driving Mexico's, though they would definitely not be barred from competing should they so wish. Tony Pond's plans at the time of writing are uncertain, but that accounts for only three of the 60 1972 contenders, some of whom will undoubtedly persevere in their attempts to win a works ride. Harold Moore has threatened to do a few rounds in his shipping Mexico, has seen himself as a unique angle for whom to gain a and doubtless there will be other well-known names joining in at some time.

Nevertheless, the open challenge is there for anyone to pick up a standard car's straight forward events. Who could be faster? Perhaps 1973 will be the year in which an unknown talent comes forward to surprise us all.

Stuart Gray

Daily Express Escort Rally Championship 1973

Win a chance to prove you are as quick as Roger Clark!

- 1 (a) This championship is open to Group 1 Ford Escort Mexicos only. Competing vehicles must be production cars and not hybrids.
- (b) RAC Permit number CH 1195 has been issued for this Championship.
- 2 (a) Regulations covering Group 1 are covered in articles 255, 256 and 257 in the green section of the FIA Year Book of Automobile Sport. These regulations spell out quite clearly what is allowed and what is forbidden.
- (b) Exceptions to these rules are that front seats may be changed, in the light of development certain other parts may be permitted and these will be notified directly to competitors.
- (c) For the purpose of the championship, pages 1-12 only of Form of Recognition number 5455 will apply, with the exception of item 282 on page 11 (Salisbury four pinion limited slip differential) which will not be allowed. Recognition forms are available from RAC Motor Sport Division, 31 Belgrave Square, London SW1X 8QH.
- (d) All competitors will be deemed to have read and understood these regulations. Scrutineering will be strict and anyone found contravening the regulations will lose any points scored in the championship up to the time of the offence, and depending on the severity of the offence, may be disqualified from the championship for the whole year.
- 3 Ford Motor Company Limited reserve the right to modify the regulations in any way deemed necessary. As an example, if a qualifying event is cancelled they reserve the right to substitute another event, or reduce the number of qualifying rounds.
- 4 (a) Scoring. Points will be scored by the drivers in each of the qualifying rallies as follows:

First,	10 points
Second,	9 points
Third,	8 points
Fourth,	7 points
Fifth,	6 points
Sixth,	5 points
Seventh,	4 points
Eighth,	3 points
Ninth,	2 points
Tenth,	1 point
- (b) If two or more events take place on the same weekend a competitor may only count his score in one of them. If a competitor wishes to take part in more than one on the same

weekend he must notify Ford Competitions Department, Boreham Airfield, Boreham, Chelmsford CM3 3UG, Essex, in writing which one he wishes to count towards his championship. This notification must be received at least 48 hours before the start of the first event, otherwise no points will be scored.

- (c) There is no need for competitors to claim points; these will be extracted from official results issued by rally organisers and championship positions will be published at intervals in the enthusiast press. Competitors must make it clear on their rally entry forms that they are driving Group 1 Escort Mexicos.
- (d) Drivers will count their best 12 scores.

- 5 Ties. In the event of a tie the decision will be made on the following basis:

- (a) If one of the tying competitors is female, then the award will go to her.
- (b) If this consideration does not apply, then the award will go to the youngest tying driver.

NOTE: The overall classification of each event will have no bearing on the scoring for the Championship.

- 6 Competitors must bear in mind that rallies are often over-subscribed. It is up to them to apply for regulations and make their entries in good time.

- 7 Awards

- (a) The principal award for the winner of the championship will be the loan of a Ford works-prepared rally car for the 1974 season. This car will be used at events to be decided in consultation with Ford Competitions Department, who will try to guide the winner on how best to develop his rallying career. In addition the winner of the championship will receive £1,000 towards his running expenses while using the works-loaned car. The £1,000 will be split between cash and spares, depending on the programme planned for the winner.

- (b) All competitors in the championship will receive £1 for each point scored. Payments will be made after the final event of the championship.

- (c) The championship will be divided into 4 sections, each of 4 events. In each section a competitor's best 3 scores will be counted and the competitor with the highest score will be loaned a Ford works-prepared car for two rallies of National or lesser status in 1973 (subject to the holding of the appropriate competition licence). These events will be selected by Ford Competitions Department in consultation with the winner. No competitor may win this additional award more than once during the year, eg if the winner in the first quarter also has the best score in the second quarter, then the runner-up in the second quarter will get the loan of the car for two events. The overall championship will still be decided under regulations 4 and 5. These additional quarterly awards are simply designed to give as many people as possible a chance of a works drive.

Continued on page 16

Let John Willment put you in Mike Crabtree's place.

As a driver Mike Crabtree has tucked a fair old bunch of successes under his belt. Driving both Ford Escort TC's and R.S.'s

In 1969 he was the overall winner in the up to 2 litre class in the R.A.C. Saloon Car Championship.

The following year he became the Caribbean champion.

Then in 1971 Mike took 3rd place in his class in the R.A.C. Saloon Car Championship against a lot of works and works supported opposition. And took the Class lap record at Croft

This year he's already taken the class lap record at Thruxton and will end up being fourth in his class in the Wiggins Teape Paper-chase R.A.C. Saloon Car Championship

His R.S. 1900 has a full 1930 cc B.D.A. engine transmitting its 250 b.h.p. through a Z.F. five speed gearbox to a German back axle. It has discs all round, the fronts being ventilated F.I.'s—essential on a car capable of 145 plus

But he's a racing driver only at weekends.

During the week he's general manager at John Willment, Mitcham.

Which, with his race trained team of mechanics, means

if you want a Ford converting to any specification and then keeping up to scratch, you couldn't come to a better place

Not only for racing either. Mike Crabtree and his John Willment mechanics have just built a Group 2 R.S. 1700, which is to be sponsored by the 'Who' pop group and driven in international events by Stan Griffin.

And they don't only work on such exotic machines

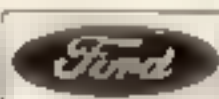
Already this year they've prepared two Group 1 Escort Sports and a Mexico for rallying. And prepared another Mexico for Group 1 racing

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When I arrived in England in the Spring of 1969, I soon realised that any driver who wants to get into Formula 1 must start off in Formula Ford. I had been racing competitively in Brazil for several years but I quickly discovered that motor racing in Europe is a far more professional business than in Brazil. After some months in England, I sought the advice of Jim Russell and formed an association with him that was to prove invaluable to the success I achieved in winning my first major Championship in 1969.

It is certainly true that every young driver who is determined to go motor racing will need advice and assistance at the start of his career. In this respect, I would like to pay tribute to Jim Russell and the Jim Russell Racing Drivers School whom I was fortunate enough to join at a vital stage in my career.

The School has introduced many hundreds of young men to motor racing and now has a long list of successful pupils. To anybody who is thinking of taking up motor racing as a hobby or as a career, my advice is to start at the Jim Russell Racing Drivers School where they will receive professional training and gain valuable experience in learning to drive a single seater formula car.

EMERSON FITTIPALDI

JULY 1972

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Telephone: Quidenham 451



A works dashboard sprouts switchgear and instruments of aircraft complexity

Heavy-duty bushes and rear springs are available for the Escort and are well worth fitting. The springs can be obtained in various rates and ride-height settings to suit all types of event.

With the axle on board it's time to think about halfshafts, and here there is no easy answer. Half shafts on off-road events are going to be subjected to shock loads of the order of three times normal loads, and the only thing a competitor can do is to check that the shafts he has have no sharp changes in section; have any deep scratches or un-radiused edges polished out and crack-leamed, if possible, before each event. This, together with remembering to change shafts frequently, are the precautions you can take. Best bet of all for an Escort, and available through Rallysport dealers, is the Atlas axle.

A limited slip differential is highly desirable for any rally car. But before you fit one, make sure that it is correctly set, taking advice from the experts, and always be certain of using the right oil. The major oil companies

will be glad to advise you on this point. Don't be worried by the noise a limited-slip diff makes—it's meant to, and the time to worry is when it goes quiet on you!

So it in the transmission department, what about the gearbox and clutch? If your car is going to have a maximum of, say, 160 bhp, use the uprated Escort gearbox—the Bullet, or the stronger, though more expensive, Rocket box. This latter requires a special bell-housing and propshaft. However, if you're thinking in terms of 200 bhp or so, the sort of power you get from a full rally-tune BDA engine, then something like the five-speed ZF box is going to be necessary.

So far as the clutch is concerned, an uprated one is available for the Escort, but the very least you must have is one with a bonded and riveted clutch plate.

Brakes are the next things to look at. Make sure that all brake pipes are well-protected routed inside the car where possible and protected with screen-wiper tubing on the external metal pipes. Light springs coiled round

the flexible pipes can save them from stone damage. Make sure that the discs and drums are running true and are in good condition the same goes for all washers, seals and so on in the cylinders and calipers, and these should be regularly replaced, particularly if an extra servo is to be incorporated in the system.

An ideal set-up for rally cars is a dual-line braking system—in other words, one with two master cylinders either working in tandem, one operating through the other, or (and better) a parallel system using two separate cylinders side by side with an adjustable swinging beam between the two. One cylinder operates the front brakes, the other the rear. This latter type, although complicated and expensive, has two advantages: the ratio front to rear can be adjusted by means of the balance bar, or swinging beam or by varying master cylinder sizes. It also gives a greater degree of safety should either circuit fail. If a parallel dual line system is used and you want to fit servos, it is essential to fit a separate servo for each circuit—a single servo will immediately reduce the system to a single circuit.

Hard linings or pads are, of course, essential for competition use. High temperature resistant friction materials, to give them their proper name, and brake fluid, are obtainable from all the major manufacturers, who will be pleased to give expert advice. Wheels come next, and can be another source of confusion between what is best and what is fashionable. Above all, don't be tempted to go too wide on wheels for forestry rallies. Watch the experts, and you'll see that they rarely if ever exceed 7 in rims and as often as not are on 6 in ones. If there is a lot of snow, they could be using rims as narrow as 4½ in.

Talking about wheels, wheel bearings crop up naturally. Here, standard bearings should be perfectly OK for competition use if they are properly maintained and adjusted.

Now, with the car standing on its wheels, we can think about the interior. Seats, of course, are a matter of individual taste and choice, unless you're running to Group 1 regulations, but do make sure that they are strong, comfortable and above all, securely bolted to the floor. If they are adjustable fore and aft, put Jubilee clips round the runners.

The steering wheel is again a matter of personal taste. Keep clear, though, of ones with wooden rims—the splintered wood which can protrude after a shunt could cause some nasty injuries. And be restrained when it comes to instruments—there's no point in cluttering the dashboard with a lot of dials

A full FIA roll cage is often supplemented by windscreen pillar protection.



you'll have no time to look at. Large, very bright warning lights—something the size of a clip-on parking light lens—are what the works cars use for alternator and oil pressure, and are essential. Fit them well in the line of vision, and remember that it is no good having an oil pressure warning light switch operating at around 5 psi—by the time the light comes on the damage is already done. Switches can be obtained which are set to operate at 25 psi, and these are the ones to use.

What else do you need inside the car? It is obviously essential that the heating and demisting systems work properly and effectively. The navigator wants a good strong bracing bar for his feet and both he and the driver should have good seat harnesses, properly fixed and mounted, with the straps passing through the seat and not round it. Another useful, if not essential, item for the interior is a box with a tight-fitting lid, bolted to the floor in front of the navigator's seat to hold small items like spare light bulbs, sweets and so on, plus the all-important secure stowage for the road book and route card or maps.

When you plan the dashboard, make sure that all the switches can be reached even while the driver is properly belted up, and group the switches in clusters of no more than three, to reduce groping and fumbling in the dark.

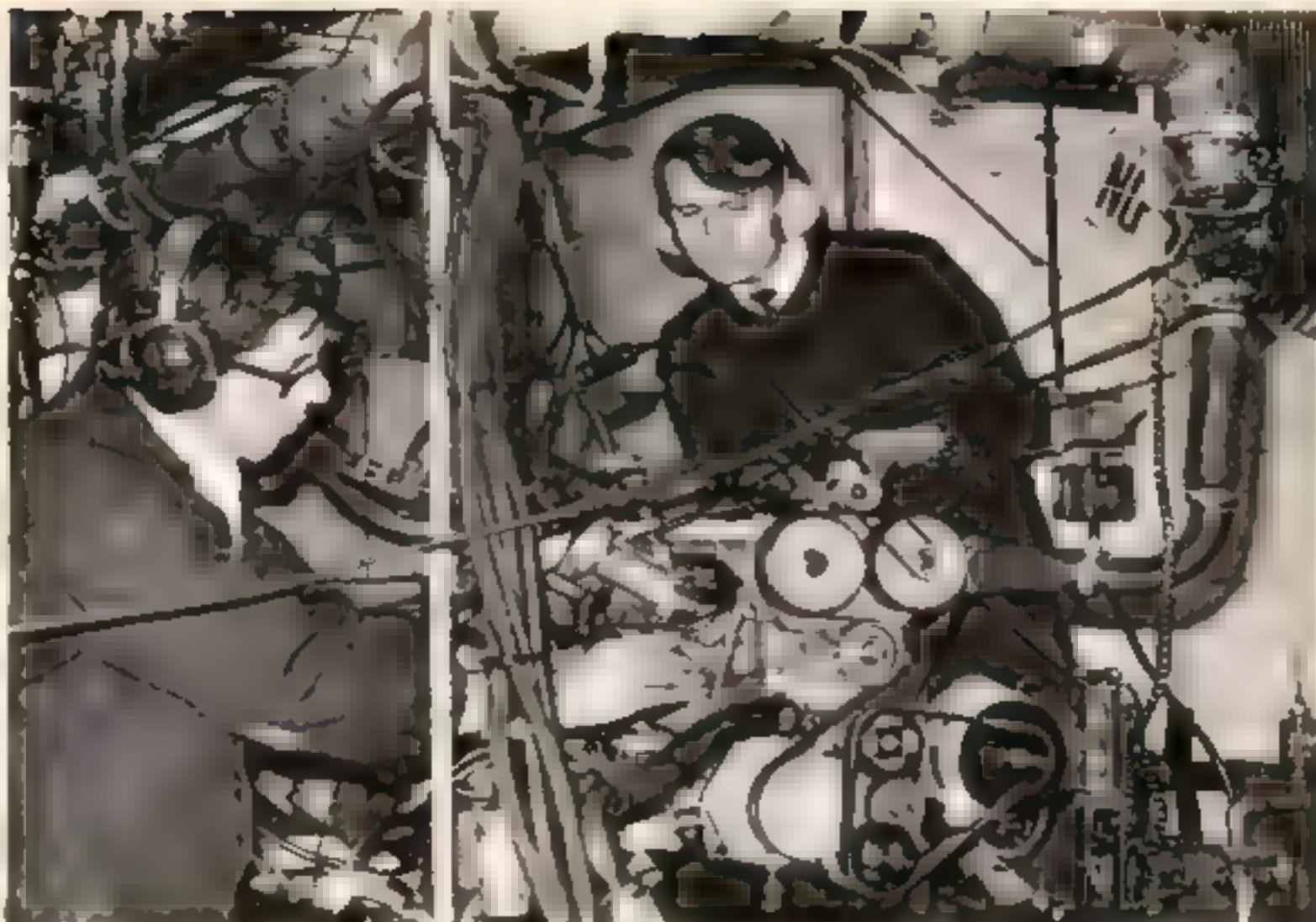
Most rally cars are fitted with the usual four additional lights, but it's important to remember not to attempt to run four 100-watt Oscons without a sufficiently powerful alternator, a fan belt strong enough to drive it and relays in the circuit to cope with the current loading. As before, make sure you use the right wire for the job, and when fitting the lights make sure you use brackets which are strong, securely-mounted and above all, rigid, so that the beam doesn't wobble about on the bumps. And talking of fan belts—don't start an event with a brand-new fan belt, fitted that morning. The belt must be run in and "stretched," then finally adjusted. Take a spare, stretched belt with you on the car, clipped out of harm's way but somewhere where it can be got at quickly. And check the legal requirements for the extra lights.

While you're thinking about the engine compartment, have a look at the throttle cable as well. This must always be in good condition, with no fraying and no stiffness caused by kinks or dirt. Arrange to have a stop fitted under the pedal so that it can't be pushed past the maximum travel of the throttle linkage, which puts too much strain on the nipples. Throttle springs—always have at least two of them—should be changed frequently, and must not be overstretched.

A few more jobs remain to be done. In the boot, for instance, you should double-up on the mounting straps of the battery: if it has the bottom-flange clips discard them, and replace them with a strong metal strap right round the battery. Bolt the battery tray to the floor—don't rely on tack-welding here. A battery rattling about loose in the boot on a rough stage can do an enormous amount of damage, and so can the spare wheel, which needs to be securely fixed but easy to get out. Mount a tubular pillar welded to a six-inch square plate of 16 gauge mild steel, which is then bolted to the floor of the boot. The centre of the wheel drops over the pillar and is secured by bungee cords.

If you have decided to run the fuel lines inside the car—something about which most people have mixed feelings—remember they must be secured, covered in steel tubing and conform to the various safety regulations. This leads us to the question of fuel tanks. The safest possible type—the foam-filled rubber bag tank—has just been outlawed by a piece of quaint legislation, so all you can do is to make sure that the tank is securely mounted, and possibly strengthened by an outer skin of glassfibre.

Modify the handbrake to fly-off operation by reversing the action of the ratchet, make sure the carpets are securely fastened down, and fit some bungee cords across the rear seat cushion to provide a secure home for things like a tow-rope (make sure it's long



The alloy block, 2-litre, fuel injected, BDA offers power and torque

enough), a spare screen wiper blade, a tyre lever (for jacking bent wings off wheels and the like) and a first aid pack, and provide some sort of stowage for the helmets when they aren't being worn. Secure the jack and the wheelbrace securely, but accessibly.

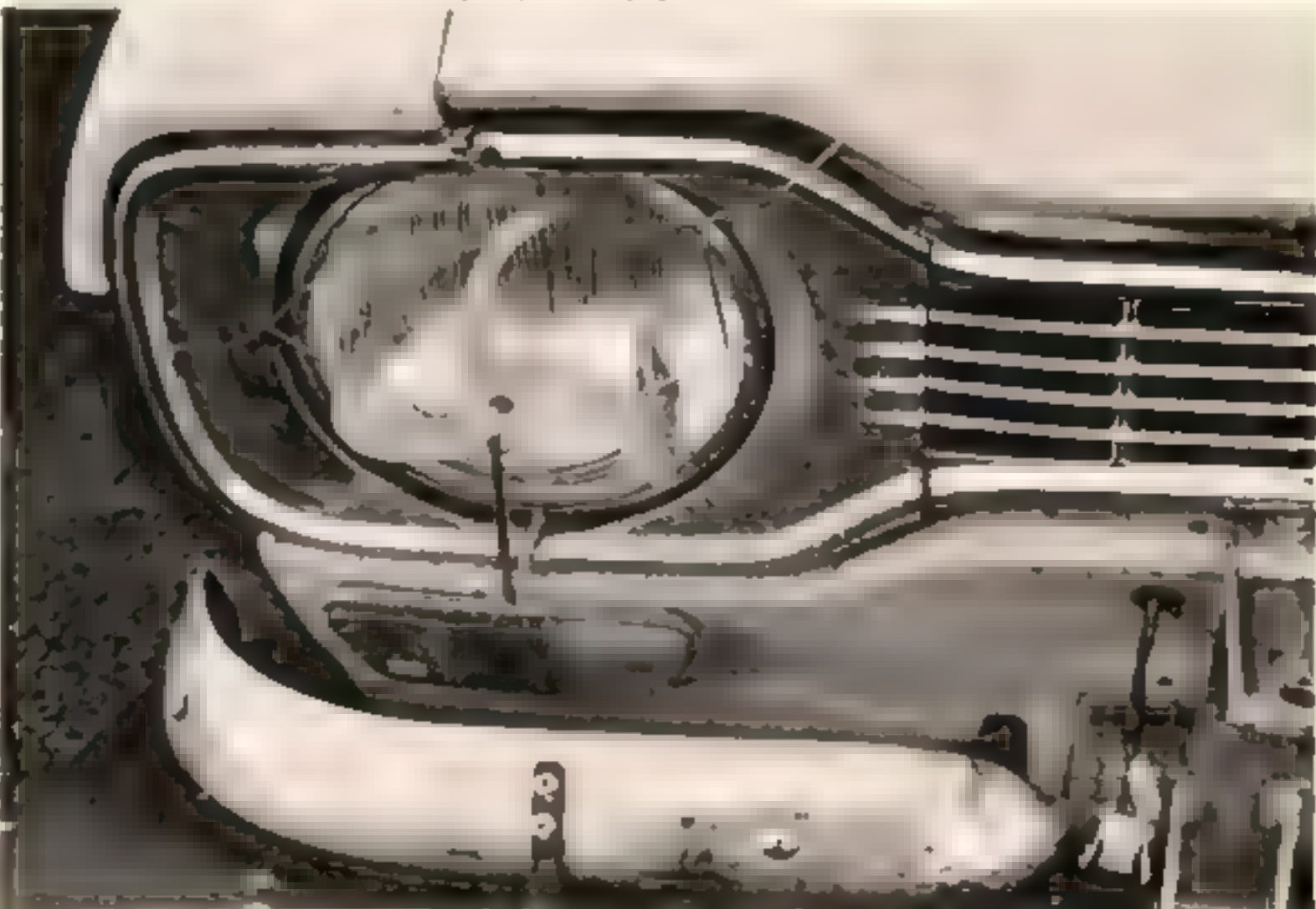
Then we come to the engine, which has been deliberately left until last. The most important feature of the engine has to be reliability: tuning should be approached from this point of view coupled with the provision of good mid-range torque—a top end screamer is an embarrassment in the forests, and if you're relying on outside sources to prepare the engine, choose the tuner whose engines are giving reliable and consistent results. The fastest non-finisher isn't much use, and curing oil surge is more important than having highly-polished ports and high lift camshafts: the most valuable feature for a rally engine is a dry sump lubrication system, and balancing and careful assembly are more important than fuel injection.

With the engine installed, take a look at the exhaust system. Exhaust manifolds cause a lot of woe in rallying, but the life of even

the standard manifold can be lengthened by sensible bracing and extra support. A sturdy bracket from the rear of the manifold to the bellhousing crankcase bolts will take the strain exerted by the length of the pipe and the silencer, and will stop all this leverage being transferred to the cylinder head manifold studs. Tack weld all the joints in the exhaust system and a skid made 1 in 1 in x ½ in mild steel strip should be tacked to the vulnerable underside of the manifold where it joins the tail pipe, and on to the bend in front of the joint. Similarly, small skid plates tack welded to the front and rear ends of the silencer, with the other end of the skids welded to the pipe itself, will help to stop the silencer box from being dragged off by rocks and bumps.

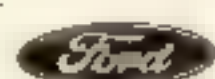
When fitting accessories of any kind, do make sure that no self-tapping screws go through body panels where they are likely to snag or chafe on brake pipes, electric wiring and fuel lines. It can—and does—happen, and it shouldn't. A small point which really sums up the key to successful rally preparation—attention to detail.

Neat detail work like this headlamp wiper can pay dividends.





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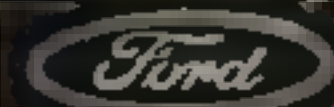
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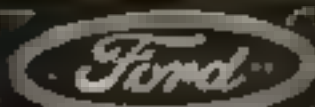


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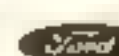
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Ford Sport Club Challenge

1973 nationwide search for Britain's top club



One of the prizes for the winning clubs will be a trip to Ford competitions department at Boreham—and they'll also get a chance to see Denny Hulme at Monaco (left)

Is your club one of the best in the country? Here is a chance to prove it and make life easy for the secretary in 1974!

During 1973 all motor clubs are invited to take part in the Ford Sport Club Challenge to find the top 6 clubs in the country. The Challenge will take place at these Ford Sport Days:

May 27—Brands Hatch
June 16—Castle Combe
August 26—Mallory Park
September 16—Ingliston
September 22—Oulton Park
October 7—Croft

Prizes

The winning club at each of the Ford Sports Days will receive:

- (i) Three expenses-paid trips to the 1974 Monaco Grand Prix. These can be used in any way the winning club wishes—for fund raising, club prizes, etc.
- (ii) The guarantee of an international racing or rally name as guest speaker at the club's 1974 dinner dance.
- (iii) £50 towards club funds.
- (iv) An expenses-paid coach trip for 30 people to visit Ford Competition Department and Advanced Vehicle Operations.
- (v) The guarantee of a Ford organised forum/celebrity night during 1974.

To the second placed club at each Ford Sport Day—£50 towards club funds.

What your club has to do

There will be 5 sections in the Ford Sport Club Challenge designed to test various aspects of a club's life:

- (i) There will be a "table top" rally (held on board a coach!) for which each club has to nominate 2 contestants.
- (ii) Straightforward driving tests will be laid round the track at each Ford Sport Day; each club must nominate a driver who, using a standard Mexico supplied by Ford, will be timed round the track through the tests, with penalties for any pylons.
- (iii) Clubs must nominate teams of 2 for a pit stop competition. They will have to change 2 rear wheels, clean the screen and put 4 gallons of water into a dummy petrol tank on a standard 3 litre Capri—all against the clock.
- (iv) Each club must nominate a team of 2 to take part in a general knowledge quiz.
- (v) To test each club's skills at rally marshalling, they must nominate teams of 3 for a "rally control point" contest.

Note: Further details of all the sections—test layouts, sample quiz questions and so on—will be sent to clubs with their Final Instructions.

Marking
In each of the 5 sections the best placed club will score 20 points, the second 19, the third 18 and so on down to one point for the 20th club. The winning club at each Ford Sport Day will be the one accumulating the highest number of points. In the event of a tie a pit stop play off will be organised.

Entries

Entries must be made on the form below and signed, either by the Club Secretary, or other responsible official. Entries close for all venues on March 31, 1973. There is no entry fee but club competitors will need to pay at the tracks as normal spectators.

If too many clubs apply at one track, then late applicants will be given the opportunity of competing at another venue and, if necessary, eliminating contest will run prior to the Ford Sport Days.

Only one entry per club will be allowed, although clubs with centres around the country (such as the BRSCC) will be allowed to make one entry per centre. No correspondence please—we shall send out Final Instructions well in advance!

This is intended to be a light-hearted and friendly competition so no protests will be allowed. We reserve the right to modify the rules in any way we see fit!

ENTRY FORM (Please print your replies)

Name of Club

We wish to take part in the Ford Sport Club Challenge and would like to compete at: 1st choice of circuit 2nd choice

Name and address for correspondence

Signature (position in club)

Complete the above entry form and send off to Ford Sport Club at Arisdale Avenue, South Ockendon, Essex RM15 5TJ

Continued from page 8

Additional awards

- (i) To the winner of the championship the BTRDA Stross Rally Trophy and replica
- (ii) To the first three placings in the championship (provided that their cars have run on Dunlop tyres throughout the championship)
 - 1st overall, 3 sets of Dunlop tyres
 - 2nd overall, 2 sets of Dunlop tyres
 - 3rd overall, 1 set of Dunlop tyres

Qualifying events and where to write for regulations

6-7 January	18th TARGA RUSTICANA (Oxford University Motor Drivers' Club)	Peter Rushforth Sheets Heath Lodge Brookwood Surrey
13-14 January	MINI MIGLIA RALLY (Knowdale Car Club Ltd)	Eric Newby Lees Road Post Office 122a Lees Road Oldham OL4 1HU
16-17 February	RALLYE BRISTOWE (Tavern Motor Club)	Mrs Christine Gould 23 Fairleigh Road Riverside Park Cleveland Somerset
3-4 March	WELSH MARCHES RALLY (Herefordshire Motor Club Ltd)	Colin T. Davies West View Swainshall Hereford HR4 7QD
24-25 March	CYTAX RALLY (High Moor Motor Club Ltd)	Mrs Margaret Wood Fernlea Farm Greenfield Oldham OL3 7NA
22 April	CHIEFTAIN RALLY 73 (Bath Motor Club BAMA)	John Heal 3 Gladstone Place Combe Down Bath
28-29 April	DEVILS OWN RALLY (Kirkby Lonsdale Motor Club)	Don Davidson 23 Martinfeld Fulwood Preston PR2 4RH

May

16 June

Event to be announced

SHENSTONE RALLY
(Shenstone & District Car Club 432 Motor Club of Solihull)

Mike Broad
Broads Travel Service
123 Halesowen Road
Oldhill
Cradley Heath
Warley

18-19 August

GWYNEDD RALLY
(Caernarvonshire & Anglesey Motor Club)

D. W. Edwards
Doffor
Penmaenmawr Road
Llanfairfechan
Caerns

1-2 September

14th STOCKTONIAN RALLY
(Stockton & District Motor Club Ltd)

D. P. Holliday
29 Bedford Road
Nunthorpe
Middlesbrough
Teesside

6-7 October

ILLUMINATIONS RALLY
(Morecambe Car Club)

F. T. Bent
3 Greenways
Over Kellet
Carnforth
Lancs

13-14 October

BRITVIC RALLY
(Chermsford Motor Club)

J. D. Mason
29 Rothessy Avenue
Chelmsford
Essex CM2 8BU

27 October

22nd BORDER RALLY
(Berwick & District Motor Club Ltd)

Derek Purdy
73 Low Scobhill
Morpeath
Northumberland

10-11 November

TAUNTON RALLY
(Taunton Motor Club)

Peter Wellington
42 Essex Drive
Taunton
Somerset

8 December

VIRGO GALAXY RALLY
(Port Talbot Motor Club)

David Williams
"Tree Tops"
7 Penygader Road
Llanelli

NB Some of these dates are provisional. It is up to competitors to watch for date changes! For the purpose of awards covered under 7 (c) the 16 events will be split into groups of four according to when they actually take place, irrespective of the order in which they appear above



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A flock of 3000E Capris plummet down Paddock, Ford Sport Day 1972.

Below, Nick Brittan operates the Capri grid position draw for Emerson Fittipaldi while Francois Cevert looks on.



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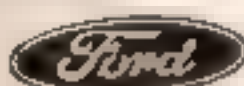
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The art of high speed Office Management

By Henry Liddon



The name Co-Driver itself is a misnomer as the job involves everything except any competitive driving! In fact it has often been said that this is the "office manager" side of the business, one must be prepared to play second fiddle to the driver and tend to his every need, as well as being part-time mechanic, travel agent, a tactician and of course map reader! Our side of the car is the non glamorous side, but dare I suggest it all the current top co-drivers would gladly give their right arms to sit with the Makinens and Clarks of this world, for the sheer joy of seeing the world's best drivers in action!

So to business; having decided your programme, obtain and carefully read the regulations for the events you wish to enter, considering very carefully the pros and cons of the various factory teams that you will be up against. Look carefully at the possibility of a class win, in say up to 1300 cc Group One which is now much more profitable for the private owner now that the dreaded "Abingdon Minis" are no more.

Don't try and beat the works teams because you probably won't, but considerable bonus payments can be claimed for category or class wins from manufacturers as well as tyre, fuel and component companies!

So you have chosen the rally, leave the driver (if possible) to get on with the preparation side of the car, suggesting perhaps, that reliability is preferable to ultimate performance, as nothing can be won without finishing. As far as the car is concerned make sure your side is as you like it.

I would suggest that the following items are worth organising.

Map light: If the event is at all navigational you will probably be using a magnifier (a Don Barrow Potl or Eolite) if so, check that the plug fittings are OK. However, you will still need a map light for reading roadbook, time cards and most important, pace notes. I prefer a light about 9 inches long, fixed to the door with a rheostat switch to avoid blinding the driver.

Seat belts: Full harness belts are essential, preferably with adjustable waist and shoulder straps to hold you tight over bumpy sections, as well as saving your skin in an accident.

Seat: If it is a short sprint event, have a light strong bucket seat, but for something longer, have a reclining seat that really works and equip the car with a pillow and blanket, so that your hero companion may sleep!







Victuals: Make sure you have a few sweets or chocolate and soft drinks, particularly in Safari conditions where we keep these in a Coolsa bag.

Intercom/helmet: Simple but often overlooked, test that your intercom works and that the driver can hear your instructions clearly when the engine is running.

Overalls: The more money you spend on flame-proof overalls the more time you will have to live in the very unlikely event of the car catching fire. Events vary though and no one wears full Nomex on the Safari where possibly the fire risk is greatest, but expensive overalls are wasted whilst pushing cars through mud.

Tools: I personally like to carry a few essential tools by my feet such as you would need to change a fan belt or distributor cap. Also check that the wheel brace is easy to

Fig 1 — The first illustration shows a typical Tulip arrow roadbook (1972 Acropolis). The first column indicated the distance between each diagram, the second column the total distance for the section. The Tulip diagrams are followed starting at the ball and following the arrow, taking note of any additional information of signposts as shown.

CH (39) ARNEA JUNC — CH (40) GALATISTA		
1.5	1.5	
3.2	4.7	
50 M	4.8	
.1	4.9	
.5	5.4	
4.2	9.6	

S.S.7. "VALBERG"

Notes start at JUNC D70/N526

By RED HO.

③ 0 L 50 L + R CARE Bump + FL +

FR + FL > → ML 50 HPR 200

Downhill to WALL Long L? + Uuy

FL 100 Uuy FR + Uuy FL? 50 Long

FR < + R 500 / 100 JUNC

TURN FL + FR → HOUSES 100

R + L 200 Uuy ^{FR} / BROW 200

BROW 500

END

Fig 2—The second illustration is a fictitious sample of pace-notes which would be read as follows. Special stage 7, Valberg, the notes start at junction D70/N526 by red house sign. Flat left, 50 metres flat left and flat right, care, bump and fast left, and fast right and fast left tightens into medium left. 50 hairpin right, 200 metres downhill to wall long flat left (maybe!) and very fast left. 100 metres very fast right and very fast left, maybe! 50 metres long fast right opens and flat right. 500 metres telegraph pole, 100 metres junction turn fast left and fast right into houses. 100 metres flat right and flat left 200 metres very fast right over brow, 200 metres flat over brow, 500 metres end of test.

get at, and that the jack works, but is securely fixed in the car.

As soon as you have decided on your event, it is essential to get your paper-work started, so here are the main points to cover. **Hotels/travel:** Again it is obvious, but make all your bookings early as in the holiday season it will be impossible to get on that "Coal barge to Copenhagen" or find rooms in your favourite 5 star chalet. On some events continental organisers give considerable help towards travel and accommodation, particularly on the Acropoke and TAP.

Legal documents: Ascertain the latest information concerning visas, particularly if travelling out of Europe, or if your driver is not English. For the London-Sydney Marathon, it took many days work to obtain the necessary documents, the problems involved would have done justice to a Candid camera show!

Confirm that you have the latest homologation form for your car, as many organisers will not allow you to start without showing it. Likewise driving, competition and entrants licences must be valid in the countries through which you will pass.

Medical: A good first aid box is desirable, particularly in Asia or Africa and if visiting these regions make sure that your abs are all correct, remembering for example that cholera has to be renewed every six months, whilst yellow fever certificate lasts for ten years.

If you can possibly spare the time and money, a route reconnaissance is tremendously valuable. Although it adds considerably to your costs, it increases your chances of finishing. Try not to take your rally car, but "Borrow" one from Mr Avis or Mr Hertz, or—better still—from your local Friendly Ford Dealer!

During this brief route survey, check the organisers control locations, time allowances, given distances, and therefore actual average speed, and if you find any particularly tight road sections, make pace-notes. For the uninitiated, pace-notes are the driver's verbal picture of the road, written down by the co-driver and read back to the driver during the event, thus allowing him to travel considerably faster and safer, particularly in bad visibility.

If you have time look carefully at all the special stages, then try and relax before the start, though the co-driver should now check with the organisers that there are no last minute changes in the route timing or regulations.

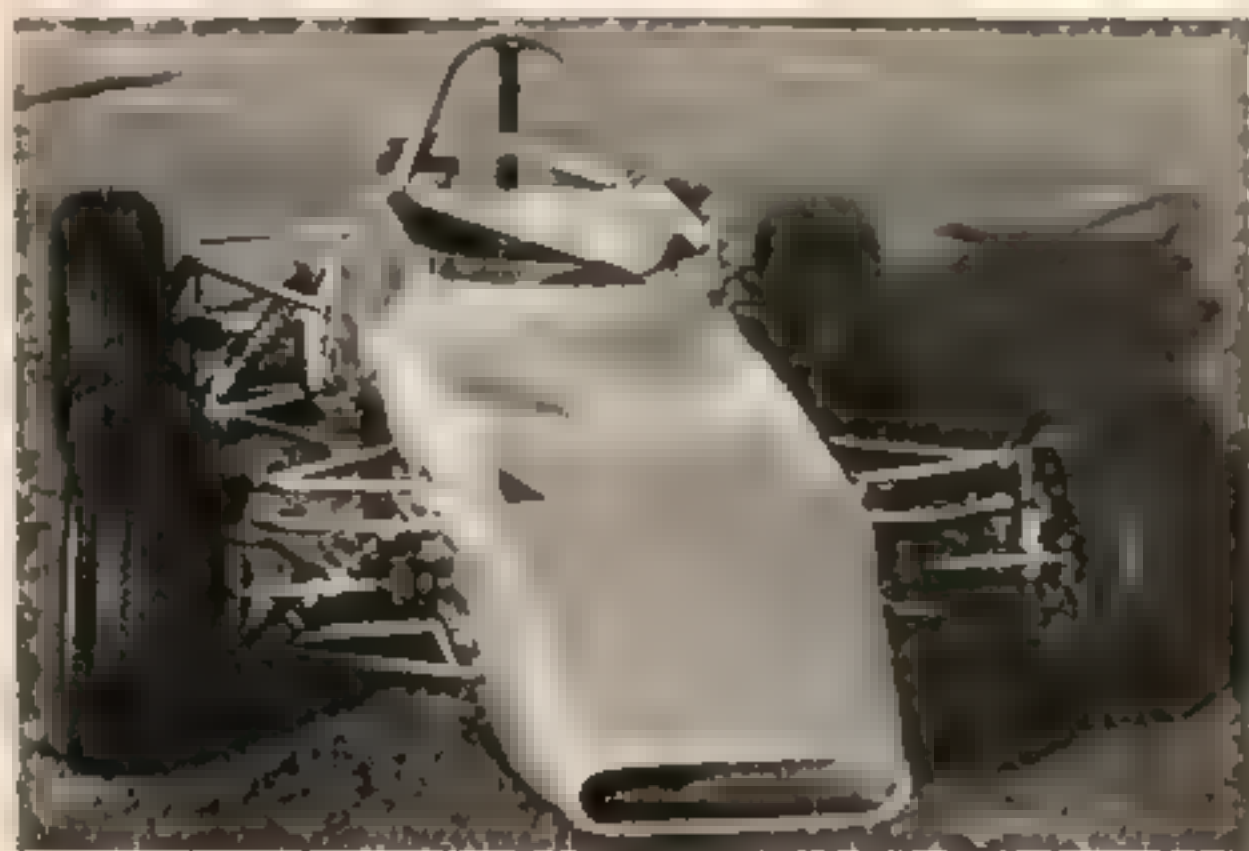
During your look at the route, keep your eyes open for suitable places to service or change tyres and, if you are fortunate enough to have someone following you in a service car, make out a schedule for them that is not too difficult. Remember service cars are heavily laden and thus cannot travel as quickly as rally cars. Also check on garages that might be open during the event. Running out of petrol on a special stage must be the co-driver's nightmare, it has happened to us all!

If possible have a little run one evening before the start in the rally car to check and set the lights, and make sure no last minute problems have arisen. If you have managed to do all this and have time to spare, you are a genius, and Bill Barnett would like to hear from you! Now 80 per cent of your work is over and, if the rally goes smoothly, you will merely be keeping your driver happy checking your progress through time controls and special stages, keeping to the right roads and reading the right pace-notes at the right time. Whatever problems arise, get to the finish, remembering the co-drivers' golden rule, check all entries by marshals at controls and special stages, double checking your start time.

If you reach the top as a co-driver the monetary rewards are not stimulating, but the chance to travel is nearly unlimited, although the glamorous places are not such fun when you have broken down, are stuck in the mud, in pouring rain, 500 miles from nowhere being bitten to death . . . but we all love it!

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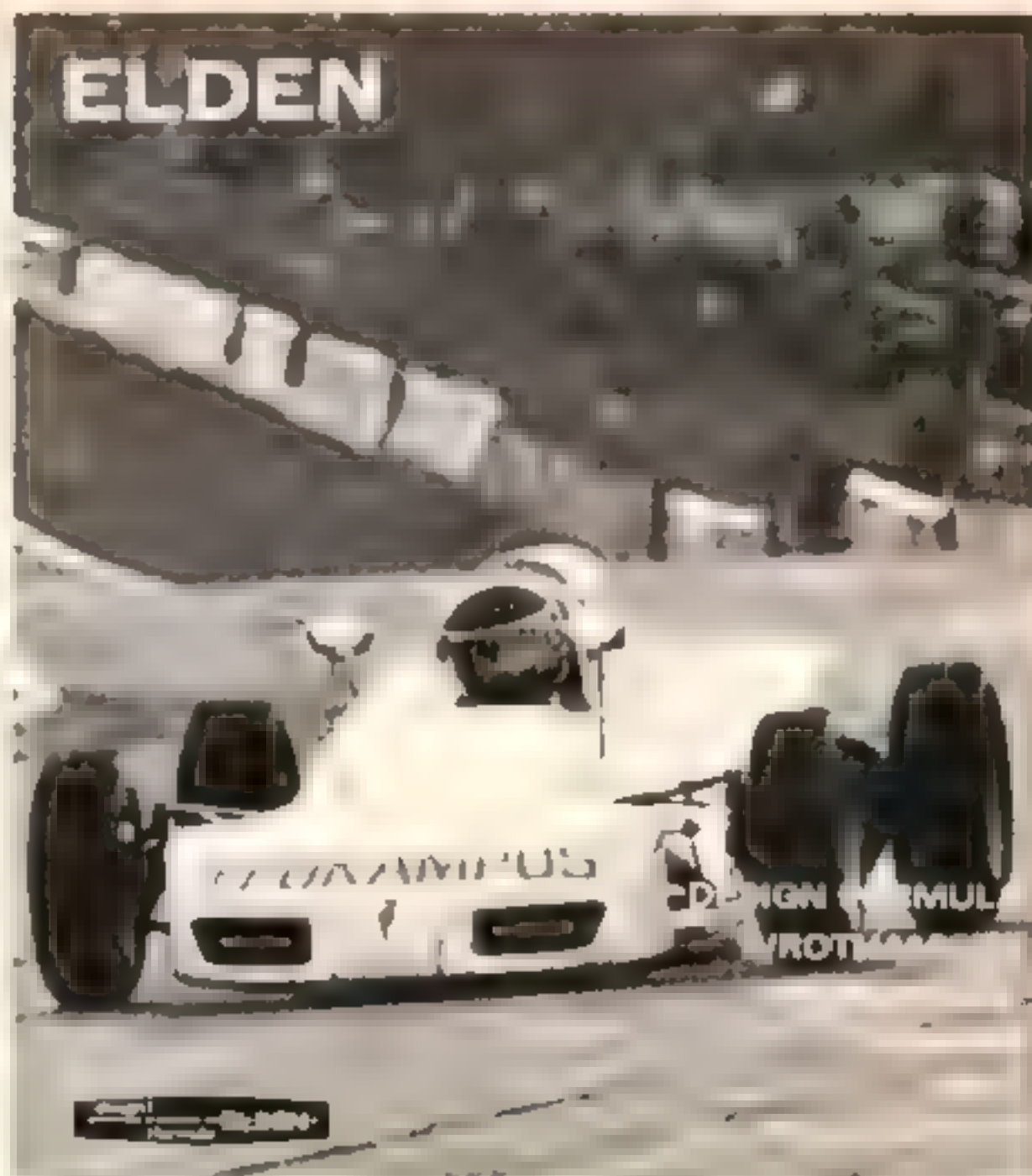
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Gerry Birrell sorts a Formula Ford

Then you need some basic equipment, of which item one is a flat, absolutely level piece of ground, big enough to stand the car on with all four wheels. You also need a tracking gauge, camber and caster gauges and a spirit level.

Now you can start work, and the first job is to make sure that the chassis is square. Disconnect the anti-roll bars and put the car up on trestles on the flat piece of ground. Use the spirit level to make sure it's level. From the eight lower suspension points (those are the front and rear pick up points for the

the correct ride height front and rear.

Replace the wheels, and set to work in the following order of operations. Set the front caster (but not the rear caster, at this point), check the tyre pressures and equality of tread depth, and make sure the wheels are not buckled. Disconnect the steering arms, and set the front camber with the wheels facing straight ahead.

When that is done, set the rear camber. Connect up the steering and set it at parallel, making certain that the distances from the ball-joint end of the track rod to the ball at the wheel end are absolutely equal on both sides. Then set the toe-in, using the gauge.

The rear toe-in is next, be warned that this is the most difficult and also the most important operation of the lot. There are four different types of adjustment, depending on the suspension design.

If the rear wishbone has its adjustment on the outside, the two lower radius arms must be taken off and made equal in length on both sides. All future adjustment can then be made from the wishbone adjustment point. Toe-in adjustment is made by lateral spacing of the inside joint, both radius arms must be equal in length.

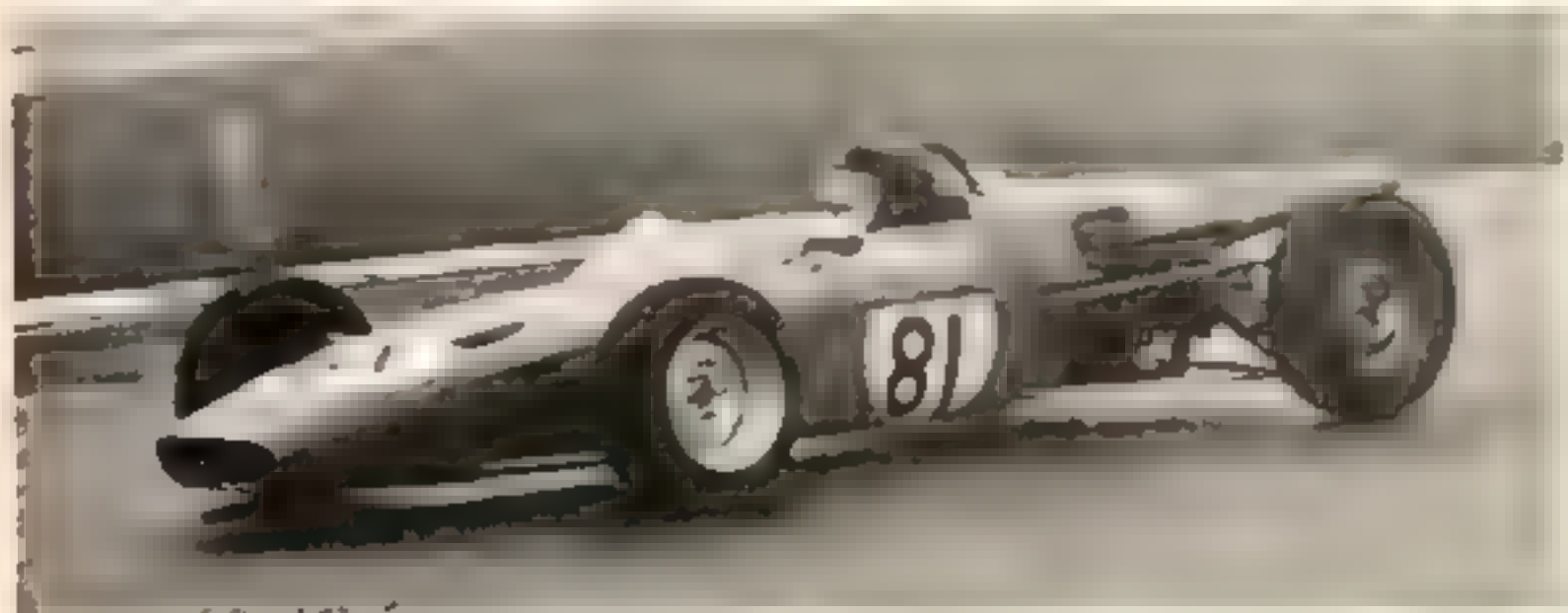
If the suspension is of the twin parallel arm type, the forward arms on both sides will have to be taken off and made equal in length, all remaining adjustment is then done on the rear arms. If the lower wishbone has no provision for adjusting the toe-in, all the toe-in adjustment must be made on the lower radius arm.

The exact process is this: set up the car and run a piece of string right round the car at hub height. Measure the width between the top outside edge of the two front tyres, repeat the operation for the two rear tyres, and then get a piece of wood which needs to be of a thickness which is exactly half the difference between the track front and rear.

Adjust the rear toe-in on each side with the piece of wood stuck down between the string and the front hub, adjusting the rear wheels until the leading edge of the wheel just fails to touch the string. This has to be done equally on both sides, of course.

Now check to find out what the setting is, use the toe-in gauge for this—and don't forget that, with the back wheels, what the gauge reads as toe-in is toe-out, and vice versa.

Set the wheels to parallel, achieving this by means of equal adjustments on both sides.



Gerry Birrell in his 1969 Euro-Trophy-winning Crossle FF

Formula Ford racing, using cars conceived around a basic Formula 3 chassis powered by untuned Ford Cortina GT engines with standard wheels and road tyres, was introduced in 1967 with the object of providing "real" single-seater racing at a cost much lower than that of the then-current Formula 3. It was to allow young drivers the opportunity of learning the trade of single-seater racing before graduating to the big leagues of Formula 2 and Formula 1—and FF was an instant success.

Throughout its short history FF has maintained its reputation for discovering new talent, and has already produced its first world champion: Emerson Fittipaldi is a graduate from Formula Ford. So were Dave Walker, Tim Schenken and the brilliant young South African Jody Scheckter.

From relatively small beginnings Formula Ford, its basic regulations still virtually unchanged, is now fully international, and the 1972 World Final Formula Ford race at Brands Hatch drew competitors from 17 different countries. The winner was Mexican Johnny Gerber, who could already be on the road to top success as a result. As with all forms of motor sport, there are particular techniques to Formula Ford. I want to explain some of them. (Birrell was European Formula Ford champion in 1969, Springbok sports car champion in 1972, and is a regular Ford Capri and Escort saloon car driver.) The basic principles in setting up a chassis may be mysteriously called "sorting" but the process is straightforward.

No driver, however good he is, can drive properly if the car is not set up properly. But surprisingly few drivers have more than a hazy idea of how to go about the job, or even what it entails, so here are some of the tips I've learnt over the years.

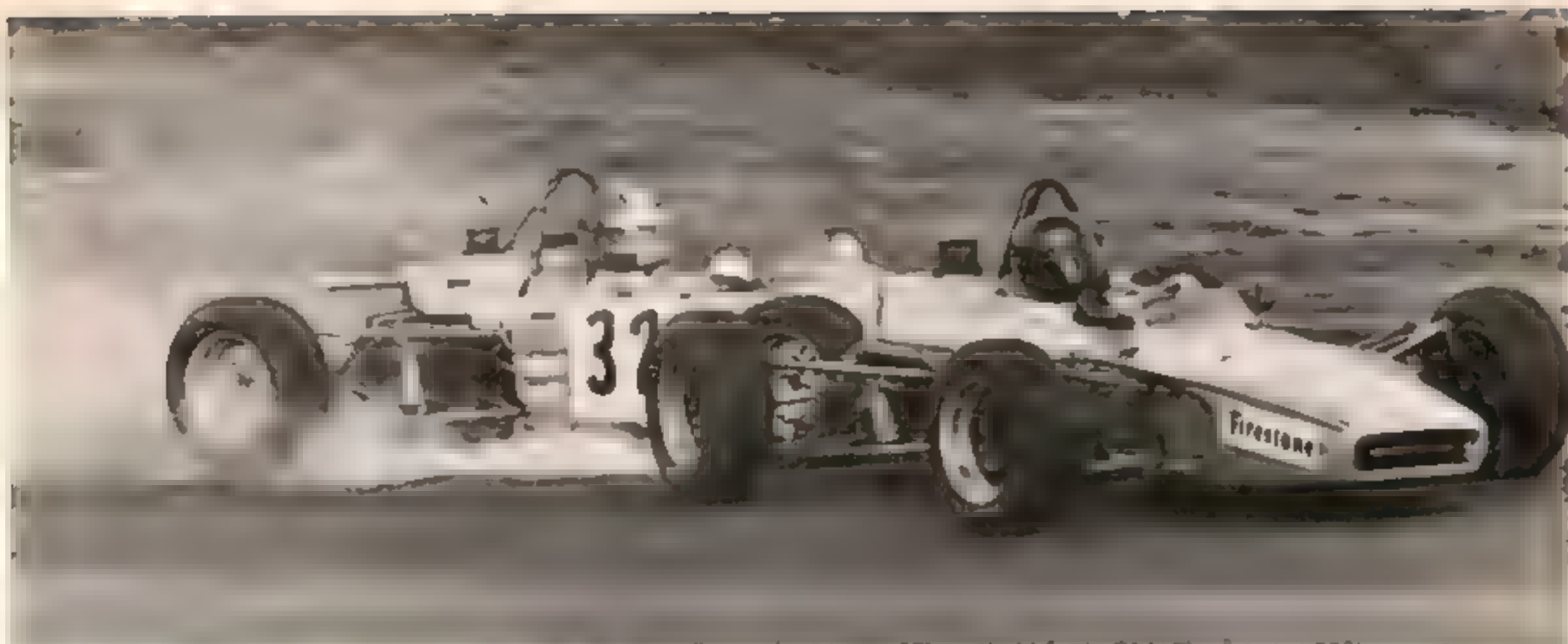
To begin with, you have to know five facts about the chassis: you must know the ride height front and rear, the toe-in of the front and rear wheels, and their camber. And it's useful to know the wheelbase.

front lower wishbones, the forward pick up points for the lower rear radius arms and the pick up points for the rear lower wishbones) drop a plumb line from the centre of the pick up point to the ground. Mark the point where the line touches the ground exactly, and when you've done all eight points, join them all together with a chalk line: then join all the diagonals and finally take a line through the centre. This line must pass through the centre of all the diagonals. If it is more than in or so out, the chassis is just not square and nothing you do will get it set up right.

Next, you can take the front and rear bottom wishbones and make sure that the left-hand and right-hand units are identical. Then replace them, leaving off the spring and damper units. Put the chassis on the ground again using the spirit level to make sure it's level, and use wooden blocks to raise it to

Thanks... better look at my camber angles again!





Richard Leach (in leading Lola) and Dave Ferris in the Merlyn, sort their handling out together.

Pack out or, if necessary, reduce the wooden distance piece until the string is once again just failing to touch the leading edge of the rear wheel. Then adjust both sides equally to the maker's recommendation, when it is right the gap between the string and the leading edges of the wheels should be equal on both sides of the car. Make a note of the width of the piece of wood, and of the distance between the string and the leading edge of the wheel, and keep it in the toolbox.

Now you'll have to re-set the rear wheel camber by adjusting the top link, and you can set the caster of the rear wheels by adjusting the top radius arm. If no rear wheel caster setting is available from the manufacturer, put the spirit level across the bottom wish bone and adjust the caster until it is level. Then re-set the camber.

Back to the front of the car now, and set the toe-in making sure that the adjustment is equal on both sides.

The car is now basically set up, but we haven't quite finished, the next thing to do is to check the bump steer front and rear. For this we need the blocks of wood we used to fix the ride height, plus two more, so that we have two blocks around 6in thick and two only about 1in thick. Drop the car onto the 1in blocks front and rear, and check the

toe-in. Then lift it right up onto the 6in blocks and check the toe-in once more. If the track is "in" on the low position and "out" on the high position, you need to drop the rack or raise the steering arm. If it's "out" on the low blocks and "in" on the high ones, then raise the rack, or lower the steering arm. Carry out the same check in the same way at the rear of the car, allowing up to 1in difference between "in" and "out". Any greater difference cannot be altered without modifying the pick-up points.

If all the inner ball joints at the front are in line, it should follow that the outer ball joints are in line also, although the two "joints" will be at different angles. And always keep the track rods equal on both sides.

There are just a few points left now—a sort of tidying operation to tie up loose ends. Check the shock absorbers first. Take the springs off the dampers, put a rod through the bottom joint and, by standing on the rod, test the pressures down and up (bump and rebound) and make sure that they are equal front and rear. If the shock absorbers are provided with an adjustment, check it and make sure it works.

Check the lengths of front and rear springs, then put them back on the dampers and replace the complete units on the car. If there

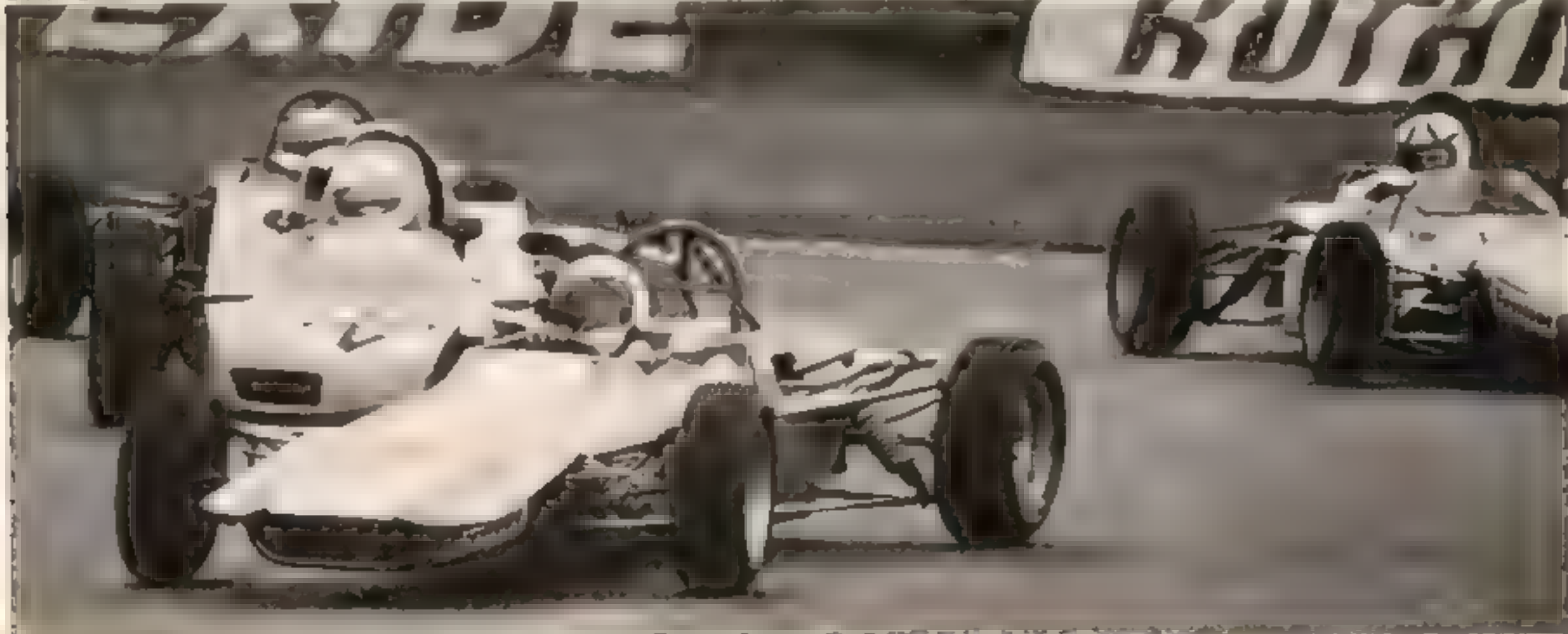
was a difference in length, make a note of the difference and mark the spring. Set up the car to ride height with the driver aboard, bodywork on the chassis, and the fuel tank half full. If the springs were not equal side by side, find the difference by measuring one side and then the other and allow for the difference on the length of the springs.

Check that the car is level once again, then connect the anti-roll bar on one side. Adjust the other link until the roll bar bolts slip through, with equal adjustment on both sides. Do this back and front, with no tension on the roll-bar.

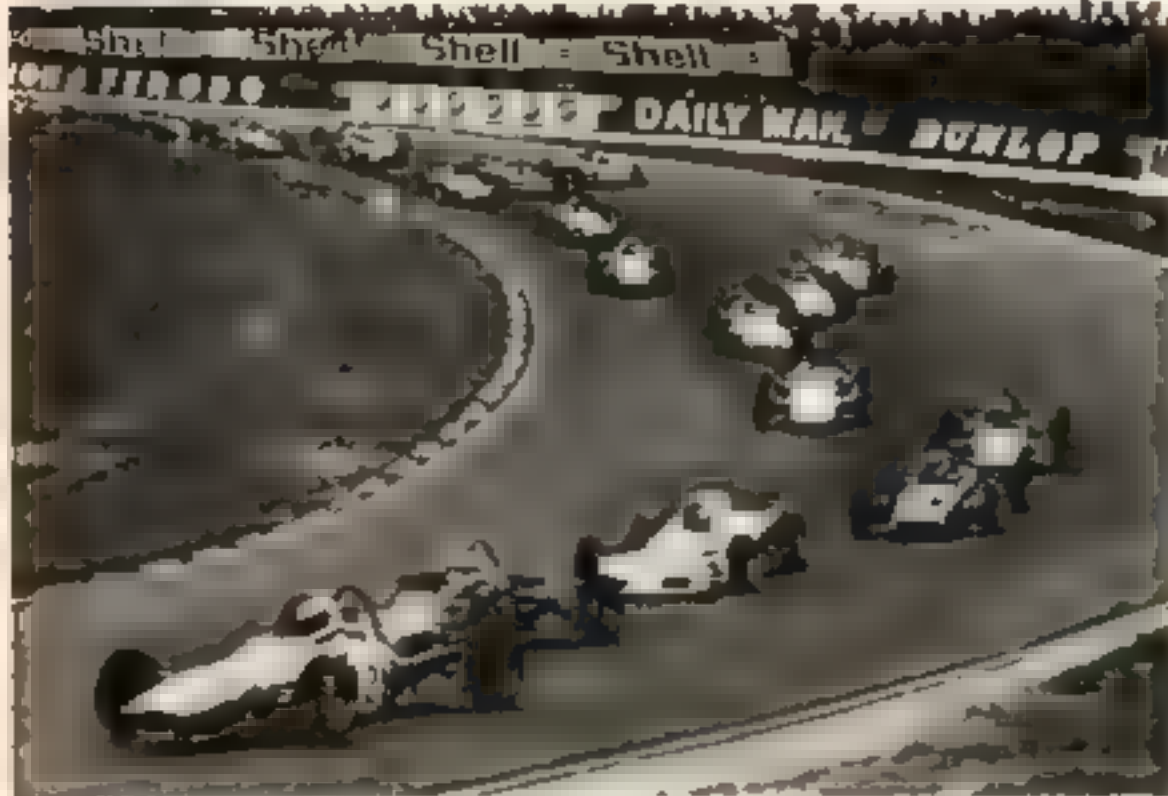
Finally there are the brakes. Check them first for balance: do this by disconnecting the bleeders on the front brakes and make sure there is full compensation on the balance bar when the pedal is pressed. The yokes must be far enough apart for the pedal to go right down. To adjust the braking to get more braking effort on the front than on the rear or vice versa, you must screw the rod of the balance bar (which passes through the upright part of the pedal, near the top) in the direction of the master cylinder for the braking circuit on which you need the increase. Do this in very small adjustments—it is very sensitive, and one turn at a time is sufficient.

So there you are—set up and sorted. All you have to do now is drive the thing!

Derek Lawrence demonstrates predictable oversteer at the Snetterton BRSCC FF Festival.



Formula Ford regulations 1973



At the Brands Hatch FF World Final David Oxton took the initial lead. Eventual winner, Johnny Gerber, is third in the streamlined Elden—the shape for 1973.

- 1 These regulations shall be effective from January 1, 1973, and until further notice.
- 2 Type of car. Formula Ford is open to single seater racing cars fitted with a 1600 cc Ford Cosworth engine with open coachwork as defined by the FIA for Formula 3 and complying with the other regulations relating to Formula 3.
- 3 A competitor and constructors are expected to keep the cost of Formula Ford racing within reasonable bounds.
- 4 The authority for the conduct of Formula Ford is the rules and the interpretation of the regulations of the RAC.
- 5 Modifications or additions. Only those modifications or additions specifically covered by these regulations will be permitted. All engine components not featured in these regulations shall remain completely standard and unmodified.
- 6 Eligibility. Any driver who is excluded from an event as a result of driving a car which does not comply with the Formula Ford Regulations will be excluded from any championship at which the event is questioned.
- 7 Safety. Article 206 of Appendix J of the International Sporting Code of the FIA as defining Formula 2 must be complied with except to the following exceptions:
 - (a) Aerofins, any adjustable or fixed nose fins and spoilers are forbidden.
 - (b) The coachwork, including fuel tanks, shall not exceed a maximum width of 95 cm at any point.
 - (c) An inbuilt fire extinguisher is no mandatory. However, the car shall carry a mounted fire extinguisher placed in the car with a minimum capacity of 1 kg (5 lb) of extinguisher.
 - (d) Fuel safety to be as per the RAC safety regulations provided the tank is mounted within the chassis frame and the capacity does not exceed 100 litres. However, the tank shall be covered externally with a protective coating as approved by the RAC.
- 8 Weight. Minimum weight is 400 kg (881 lb). Any ballast which is carried must be permanently fixed and be made an integral part of the vehicle by welding, brazing or riveting.
- 9 Chassis. Must be of tubular construction with no stress-bearing panels except bulkhead and undertray but the curvature of the undertray must not exceed 1 inch. Tubes may transport fluid. Monocoque construction is not permitted. Cars must be equipped with a six-point safety harness in a harness made of webbing straps, one abdominal strap and two crutch straps. The wearing of this harness is compulsory.
- 10 Body. See within the limits of paragraphs 2 and 3.
- 11 Fuel tanks. See paragraph 7. Only one fuel tank as specified by Article 297 of Appendix J may be used.
- 12 Suspension and running gear. With the exception of springs, hub assemblies, wheel hubs and bearing bushes all parts must be of steel or of suitable material.
- 13 Shock absorbers. Free.
- 14 Drive. Rear wheel drive only. Final drive free but torque biasing differential is not permitted.
- 15 Gearbox. Maximum number of forward speeds—four.
- 16 Steering gear. Free.
- 17 Brakes. Aluminium alloy calipers are not permitted, otherwise free.
- 18 Wheels. Only 12 inch steel disc type with maximum rim width of 5 1/2 inches. Rims must be of standard manufacture but the offset of the centre disc may be altered. For safety reasons it is strongly recommended that weekly checks are carried out and that wheels are renewed at least twice a year.
- 19 Tyres. Racing tyres are not permitted, otherwise free within standard production tyre range as specified in Section 1 of RAC Tyre Regulations or if a tyre is not readily available in the UK, it has been proven to the satisfaction of the RAC that the tyre is road legal and is approved by the RAC. The tyre must be of the type specified in the RAC Tyre Regulations. Such approval must be given before the tyre may be used. The tyre section must be one of the recommended fits by the tyre manufacturer for a 55J rim. Retreads and capped tyres are not permitted.
- 20 The Engine. As from January 1, 1972 the 1600 GT crossflow engine in either its updated or original form, will be the only engines admitted. It is required that entrants declare at scrutineering which series of engines they are running. Separate regulations will apply to the two series of engine. Regulations for components which are common to both series are listed below. Regulations and dimensions for components which differ in each series are listed under the heading 1970 and 1971 series. Components may not be interchanged between the 1970 and 1971 series engine.
 - (a) Rocker Covers. Non-standard rocker covers are permitted provided that they in no way improve the performance of the engine. The breather take-off may be situated at either end of the rocker cover.
 - (b) Valve Springs. Valve springs are free within the following limitations:
 - (i) Maximum free length of valve springs plus any shim used, 1.48 inches.
 - (ii) Single valve springs only—doubles prohibited.
 - (iii) The standard cap must be used without any intermediate device.
 - (c) Pushrods, Rockers, Tappets, Pedestals and Shafts. All these items must remain standard. No polishing, polishing, grinding or other modification of the standard part is permitted.
 - (d) Carburettor. The air cleaner may be removed and substituted by a trumpet jet. The jet may be changed. The carburettor may be modified for both butterflies to open together. The cold start device and diffuser bar may be removed. External anti-surge pipes may be fitted. No other modifications are permitted—chokes must remain standard and no polishing or profiling is allowed. Internal anti-surge devices are permitted.
 - (e) Exhaust manifold. Free.
 - (f) Lubrication System. Oil sump and pump are free. Dry sump is permitted.
 - (g) Cooling System. Radiator fan and water pump are free. Tooth belt drive is permitted.
 - (h) Electrical Equipment. Generator is optional. Only standard Auto or Lucas distributors may be fitted. The automatic advance and retard may be removed. Transistorised ignition is not permitted. Other electrical equipment is free.
 - (i) Fuel pump. A standard mechanical dual pump only will be permitted. The updated pump part No. 691F 935 OAB may be used on any engine.
 - (j) Camshaft. This must remain entirely standard. It must be fully manufactured and ground by the Ford Motor Company and it is prohibited to grind or reprofile camshafts or to grind camshafts from camshaft blanks. Tuffing or any other surface treatment is prohibited.

Item	1970 Series	1971 Series
Cam—measured at top of pushrod	1.311 in	1.312 in
Max. valve lift measured at spring up with zero tappet clearance	2.31 in ± 0.02 in	2.32 in ± 0.02 in
Max. valve lift measured at spring up with zero tappet clearance	3.58 in	3.58 in
Max. valve lift measured at spring up with zero tappet clearance	3.58 in	3.58 in
Base circle radius	109° ATDC	109° BTDC
Base circle radius	0.54 in ± 0.02 in	0.54 in ± 0.02 in
 - (k) Crankshaft. A standard crankshaft must be used. Spot machining to achieve balance is permitted. Polishing of the crankshaft is prohibited. Tuffing and other surface treatments are prohibited. Crankshaft pulley is free as a tooth belt drive.
 - (l) Flywheel and clutch assembly. These must be standard components. Spot balancing is permitted. Friction material is free. Racing clutches not permitted.
 - (m) Min. Weight of Flywheel and Clutch Assembly 30 lb.
 - (n) Compression ratio. Machining of the back surface is permitted provided neither the maximum compression ratio nor minimum crown to block distances are exceeded.

Item	1970 Series	1971 Series
Max. compression ratio	10.0:1	9.3:1
Min. combustion volume standard bore	44.4 cc	48.2 cc
0.30 overbored unit	45.1 cc	not permitted
Volume allowed for surface wear (between the top of the top ring and the top of the piston)	1.64 cc	1.33 cc
Max. permitted bore size	3.223 in	3.193 in
Volume allowed to valve protrusion	not applicable	0.1 cc
Min. piston to back height	not specified	0.025 in
 - (o) In a 1971 Series engine a damaged bore may be reamed by fitting of a standard one.
 - (p) Cylinder Head. It is permissible to reshape the inlet and exhaust ports to the exclusion of metal but not to the addition of same, providing the diameter of the ports at the manifold face remains in accordance with the dimensions set out below. The cylinder head combustion chamber may not be profiled as this is a fully machined part. Polishing only is permitted.

Item	1970 Series	1971 Series
Depth of combustion chamber	120 in ± 0.05 in	not applicable
Max. length of combustion chamber	3.154 in	not applicable
Max. diameter of ports at manifold	1.422 in	1.422 in
Head face	1.158 in	1.158 in
Head volume per cylinder	7.8 cc min	not applicable
Measured external to chamber	Standard cylinder head gaskets only will be permitted—compressed thickness 0.33 in ± 0.03 in	
 - (q) Inlet manifold. The inlet manifold may have the carburettor seat face machined to the horizontal.

Item	1970 Series	1971 Series
Outer ports at head face	1.48 in x 1.28 in	Bore of all four 1.24 in
Inner ports at head face	1.28 in max	Max. length 3.80 in
Carburettor flange	2.81 in x 3.05 in	Primary choke and radius 708 in
	1.32 in x 1.38 in	Secondary choke and radius 787 in
 - (r) The diameter of the two outer ports may be more than 1.24 in vertically but it is standard provided the bore of the casting is untouched and in its original size.
 - (s) Pistons. These shall be standard Ford production pistons—unmodified in any way except for balancing as specified below. All three piston rings must be fitted but Apex 3 piston control rings are allowed and are standard machining of the gudgeon pin bosses to achieve balance and minimum weight.

Item	1970 Series	1971 Series
Depth of bowl at centre	0.5 in ± 0.05 in	0.5 in ± 0.05 in
Centre line of gudgeon pin to crown	1.733 in ± 0.02 in	1.717 in ± 0.02 in
Over all height	3.30 in	3.30 in
Minimum weight with piston rings and gudgeon pin	573 gms	555 gms
Weight of gudgeon pin	115 ± 2 gms	115 ± 2 gms
 - (t) Valves. These shall remain standard. No profiling whatsoever is permitted. The original 45 degree seat angle must remain.

Item	1970 Series	1971 Series
Distance apart at centres	1.538 in (1.542 in)	1.540 in ± 0.02 in
Max. distance across face	1.502 in	1.560 in
	1.252 in	1.340 in
 - (u) Overall length.

Item	1970 Series	1971 Series
Inlet	4.274 in ± 0.28 in	4.367 in ± 0.02 in
Exhaust	4.254 in ± 0.28 in	4.355 in ± 0.02 in
 - (v) Connecting rods. Standard 1600 GT connecting rods only may be used. 1970 Series. Polishing is prohibited—balancing only permitted. Minimum weight 645 gm.
 - (w) 1971 Series. Polishing is prohibited and the only machining permitted is to achieve balance and metal may only be removed from the bearing bosses on the big end and cap and at the thin end. Minimum weight 640 gm.
 - (x) Miscellaneous.
 - (i) The timing chain/sprocket cover may be altered or replaced.
 - (ii) Mechanical tachometer drive may be fitted.
 - (iii) The use of non-standard replacement parts is permitted as follows, provided their use does not result in unauthorized modifications of any other components:
 - (a) Fasteners (nuts, bolts, screws, studs, washers, etc) which are not connected with or support any moving part of the engine or its compulsory retained accessories.
 - (b) Gaskets and seals except cylinder head and carburettor to inlet manifold gaskets.
 - (c) Pump, fan and generator drive pulleys.
 - (d) Drive belts.
 - (e) The crankcase breather may be altered or removed but all breathers must be discharged into a specified catch tank.
 - (f) Standard oversize undersize bearings are permitted.

European Formula Ford 1973

Win a works
Formula 3 drive

1. The competition will be for Formula Ford single-seater racing cars complying with the requirements of the Formula Ford regulations published in the Ford Competition Yearbook 1973.

2. Qualifying events. There will be 10 qualifying races in Austria, Belgium, Denmark, Germany, Holland, Italy, Portugal, Sweden and the United Kingdom of which a competitor's best nine scores will count towards the competition. If one event is cancelled, the best eight of the remaining nine will count; if two events are cancelled then the best seven of the remaining eight, etc.

3. Calendar. Qualifying races will be held on the following dates at circuits to be confirmed:

Austria:	18, 19 August (7/8 July)
Belgium:	28/29 April
Denmark:	4-5 August
Germany:	t.b.a.
Holland:	23 April
Italy:	7 October
Portugal:	t.b.a.
Sweden:	25 August
UK:	21 October

The onus will be on competitors to make sure they are aware of any changes in dates or locations or qualifying events, and to make their own arrangements for entries, etc.

4. Duration of events. Qualifying races will be of a minimum duration of 65 kms (40 miles) and a maximum of 90 kms (56 miles).

5. Scoring for the championship will be on the following basis:

1st	20 points
2nd	18 points
3rd	14 points
4th	12 points
5th	10 points
6th	9 points
7th	8 points
8th	7 points
9th	6 points
10th	5 points
11th	4 points
12th	3 points
13th	2 points
14th	1 point



The BRSCC FF Festival at Snetterton provided the close racing that should enliven the European series this year. Above is FF star Ian Taylor's Datsun white (below), the streamlined Eiden grace the Festival grid.

Drivers scoring points will, so far as possible, be guaranteed a start in subsequent rounds. However, where the number of places permitted on the grid is exceeded by the number of drivers with points scored, the places will be allocated to the highest points scorers in descending order.

6. Scrutineering for vehicle eligibility will be the responsibility of Ford Motor Company scrutineers who will attend qualifying events and who may require to strip and examine any engine or engines or complete cars at the conclusion of any race in the series. Where cars or engines are stripped for examination the responsibility for re-assembly, including any costs involved, will be the liability of the competitor or his entrant irrespective of whether the car is found to comply with the regulations or not. Ford scrutineers will be responsible only for ensuring compliance with the Formula Ford regulations and the onus will be on competitors to make sure that their cars conform to normal FIA safety regulations and to any other requirements which may be reasonably demanded by race organisers.

7. Awards. The major award for the series will be a works F3 car for all events in a major 1974 F3 Championship. This car will be prepared and presented at all qualifying rounds for the Championship for the winning Formula Ford driver to drive, and he will receive in addition 50% of any prize money earned by the car. No travel expenses in connection with this F3 drive will be paid to the driver.

The award for second place in the Formula Ford Championship will be £250 and an invitation to a Ford driver test day.

The award for third place in the Championship will be £150 and an invitation to a Ford driver test day.

The fourth placed driver in the Championship will be invited to a Ford driver test day.

Additional prize money will be paid at each qualifying round of the Formula Ford European Competition at the rate of £5 (or the equivalent in local currency) for each point scored in the round as under paragraph 5.

8. Ties will be decided in favour of the driver with the highest number of first places among his best 9 scores. If there is still a tie, then the award will go to the driver with the most second places and so on. If the tie remains unresolved then it will be decided by some other method at the discretion of Ford Motor Company Limited.

9. Note. All cars competing in the Competition will be required to display, in a space designated by the Competition organisers, a decal bearing the Ford logo, the name of the driver and the country he represents.



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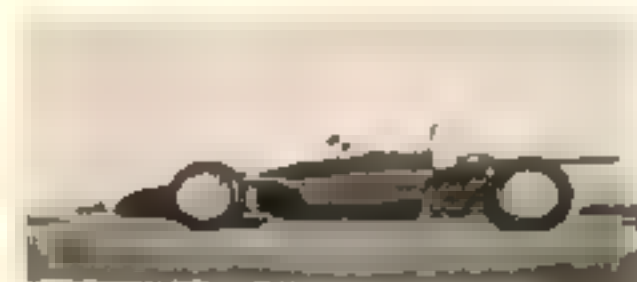
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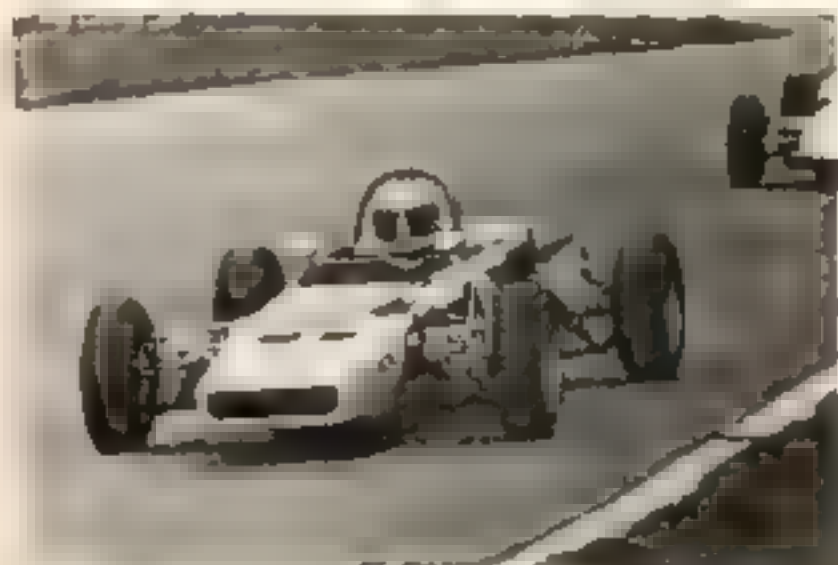
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The top men in Formula Ford like Emerson Fittipaldi 1969—Colin Vandervell 1970—Jody Scheckter 1971 have one thing in common—they used Rowland power and back-up service—in 1972



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BP Man of the Year
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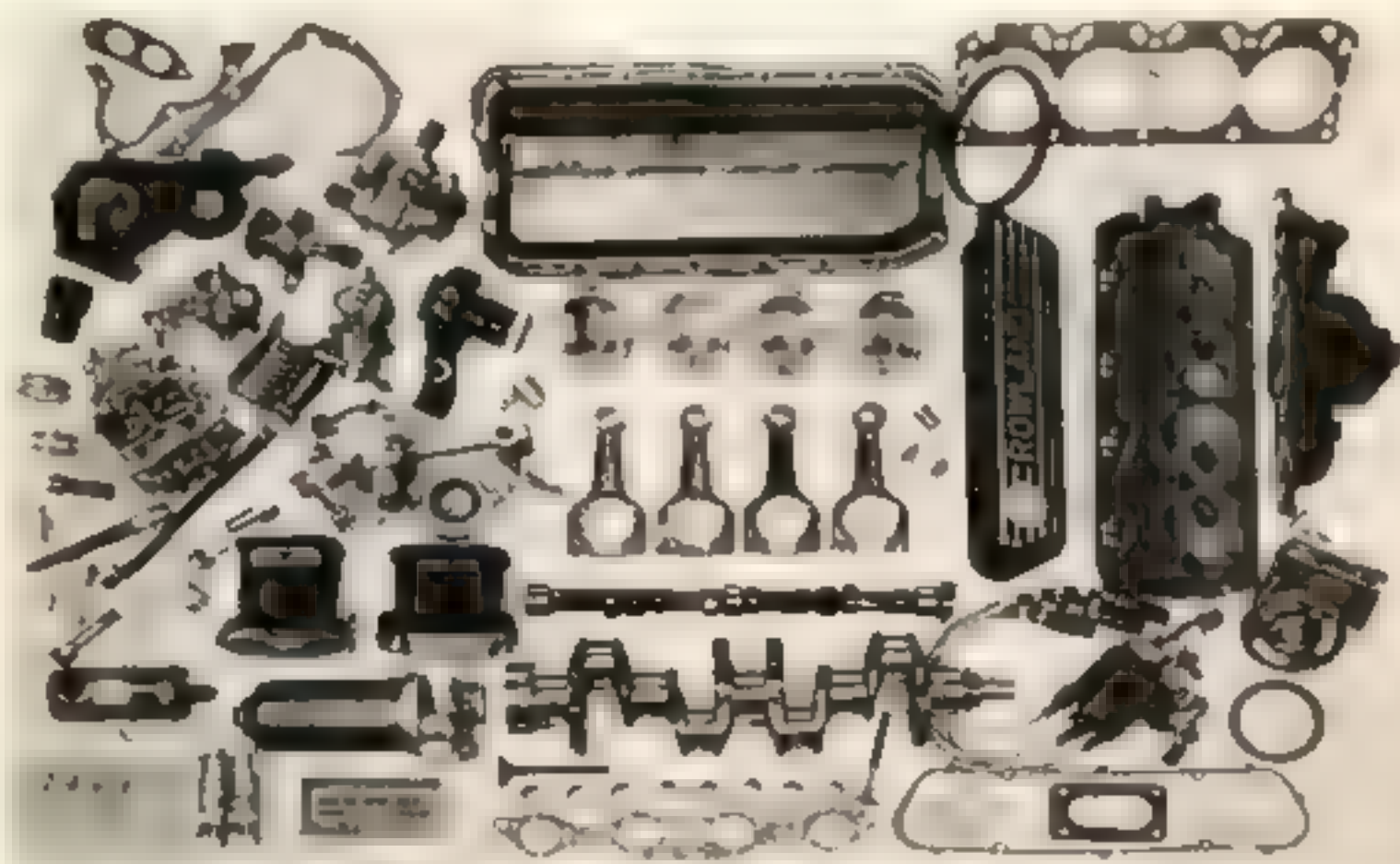
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SPONSORS

Nick Brittan tells you where to find them — and how to keep them!



Adrian Hovd gives R. L. Hamilton and Bowmaker good photographic sitting

Sponsors are rather like mistresses. Most drivers fancy one, few actually get one and those who do usually have a mighty falling out with them before the end of the year. Selecting a sponsor needs almost as much consideration as should be paid to choosing a mistress. For example if you happen to be an Alabaster caster from Oswestry forget any ideas you may have about making Sophia Loren your mistress. Similarly if you happen to be the owner of a two-year-old Formula Ford you should set your sights somewhat lower than 101.

People on the hunt for sponsors often make the classic mistake of believing that the bigger the firm, the more money they will have and consequently the softer touch it will be. Wrong. Usually the bigger the firm the more difficult it is to obtain any sort of decision from them and generally really big firms only want to spend really big money. In short you've got no chance of getting £500 out of Marks and Spencer. The wisest way to plan your find-a-sponsor campaign is first of all to sit down and decide what you have to offer. Are you an unknown hopeful in your first year? Are you a household name? Are you going to win the World Championship this year? Having sorted that out then put your feet up on your desk (or garage work bench) and try to imagine that you are the managing director of each of the companies that you are about to write to. If you were going to sponsor a car or driver what would you be looking for? What

would best suit the image of your company? A young ad in a rally car rushing off into the forests every Saturday night? An unknown local hero in a Formula Ford car? A Formula 1 team?

What I'm saying is simply aim yourself at the right market. If you need £500 for your rally car or your FF machine you're much more likely to find it easily than from a big international com. any Managing Director's sponsor men and machines because they are likely to get something out of it. Long term hey for it may help sell their product and short term it means they will get exposure and publicity. So if you live and race in Llandow don't bother with the Halifax Building Society. Look locally. Likewise if you are planning to race a full Continental season don't expect the local grocer to sponsor you.

So that's the first golden rule. Now with that in mind go and make up a list of the people you are going to contact. And this is where rule number two comes in. Presentation. Remember that first impressions are the only ones that matter in this game. Write to your man on a tatty piece of newspaper in a spidery hand and don't expect a reply. If you can't type find someone who can. Even if it's someone else's bird or wife. Take her out to dinner, buy her a box of chocolates whatever. But get your proposal looking smart and businesslike. I personally never take a handwritten business letter seriously. Be warned.

Rule three is consider the other bloke. Obviously he wants to know who you are and what you have done in the past but he doesn't want to know what size you plan to stroke your crank to next year. In other words don't bore the bloke with a load of old technical crap that he neither understands nor cares about. Tell him exactly what he needs to know. I get letters from blokes telling me what they're going to do with the money if I give it to them. Do I really care if they are going to buy a new 52CCOF Weber and fit a new drop splodge in their gearbox?

Rule four is, find out about your potential sponsor. If you've written your original proposal right you'll have asked for a meeting with him. If that happens you should know as much as you can about his company. What it produces; how the sales organisation works; where he sells; how big, how many people, how many factories and where. Why do you need to know this? Partly because it will impress the man you are talking to. People in his position are always impressed by people who have done their homework. Secondly it will enable you to obey rule five. And that is, offer him something. Probably 95 per cent of all sponsorship proposals that I read amount to gimmees, gimmees. A long list of what I want and no mention at all about what I can do for you in return.

Start with the obvious. You'll paint the car in his colours, likewise the transporter and you'll kit the mechanics out in decent overalls in his colours too. Everybody does that—and that's about where their ideas of doing something for the sponsor stop. If you've done your homework you'll be able to decide how else you can help him. For example, make your car available to him mid-weeks for displays. Supermarkets, grocery chains, factories, wherever he needs to attract attention. Make yourself available to go with the car when it's on display. Think about his line of business and apply yourself to producing two good original ideas that would be attractive to him.

You'd be surprised how many drivers, when asked by their sponsor to appear in ads or make appearances, ask for a fee. If you're trying to impress a potential sponsor make sure he knows that the fee you are discussing includes advertising rights, appearances and endorsements. If you're JY Stewart or of that ilk you may well be able to get more money for ad endorsements, but if you're not then you should work on providing careful thought about value for money.

If you've been able to get this far with a sponsor and convince him that you have something to offer him in return for his money make sure that you don't fall into the next common trap. The great complaint from most small sponsors is that once they've signed the cheque and handed it over they get a half-inch mention in *AUTOSPORT* and never see or hear from the bloke again.

Sponsors really are like mistresses. They need to be pampered and looked after. Neglect



Max Mosley counts the cost of F1 for Niki Lauda, including STP decals!



Above, Guy Edwards' 1972 sponsorship kept Barclays happy while (below) Gill Fortescue-Thomas gets the Shell message over

them and you're just as likely to find one of your mates climbing into their bed. Make sure you provide progress reports of successes and failures to your sponsors, pictures of the car in action and copies of press clippings.

Does the Managing Director want to come to the race meetings? If he does, make sure he's got the right sort of tickets. More than one sponsor has been left to buy a ticket at the gate and that doesn't impress him or the people he has brought along with him. If you're doing things even in a modest way, make sure that he comes to at least one meeting during the year and when he does make him feel important. Get a picnic hamper together (get your bird to work on it) and splash out on a bottle of champers. You know and I know that motor racing and rallying is a dreary, sordid, boring, grubby-fingered waste of time, but your sponsor thinks it's all romantic and exciting. Don't let him down. There's nothing like a cold chicken leg and the pop of a champagne cork to bring a little romance into something very ordinary. Most sponsors are businessmen and businessmen like dealing with businesslike people. So when you get your deal finally sorted get the whole lot down on paper. Not necessarily a contract, a letter of agreement will do, but if he wants a full proper contract by all means make sure that he gets one.

He'll also be concerned about how the money is to be paid to you. If he doesn't say so he may be thinking that if he pays you the total sum at the beginning of the season and you go out and throw the car at the

wall and yourself into hospital (or worse) he's made a bad investment. Think about staggering the payment instead of taking it all in one whack. If you've asked for £1,000 and plan on doing ten races then why not take £100 a race?

It suits some sponsors to put you on the books and pay you regularly like an employee. Others prefer to pay quarterly. But one thing is for sure, and that is that few people are keen to make a total payment at the beginning of the agreement. Besides which if you're prepared to take so much a race the sponsor will be impressed with your own confidence to suggest such terms.

Traditionally over the years motor racing has been full of crooks and tales of sponsors who have been well and truly conned are legend. If you've been in motor racing more than half a year you'll have your own collection of stories of people you've met who have conned someone for a lot more money than something was worth. Happily most of these con artists only do it once. Frequently the attitude of drivers once they've got the money is—bugger the sponsor I've got the loot. This isn't surprising when you consider that the majority of racing drivers today seldom plan beyond the first corner of lap one judging by the carnage around the circuits. I suppose it's asking too much that they think as far ahead as the next season.

But those who are prepared to think ahead will realise the value in giving the sponsor value for his investment. If he feels that his investment has worked he might be inclined

to increase it next year. And that could be the difference between going FF and F3—or better I know one young lad who worked very hard for his sponsor in 1971 just because he wanted to do a good honest job and provide value for money—the week before Christmas he received a cheque for £400 with a note saying how pleased the firm had been, and how much they appreciated the extra work he'd done during the year. I also know one firm who are suing a driver because he took money and didn't do many of the things he had promised.

Advice on how to raise sponsorship? The best advice I can give to anyone is to decide what you have to offer; make a list of people to approach, find out about each one of them and then sit down and imagine you were the MD of each company. What do you want to know and what do you want to be offered—and be original for goodness sake. Seven other dreary gnomes wrote to him this week already. Finally one thought for the more bold amongst you. An American friend of mine, having done all this research, sprayed his car in the sponsor's colours, loaded it on to his trailer and drove to the Chairman's house one Saturday afternoon and parked it on the lawn. He went in with a professionally prepared four-page presentation and came out two hours later with the deal signed and sealed. He also went ahead and won a lot of races last year. He was that sort of guy—a positive thinker.

Happy hunting



Rouse's year—Cheaper 1973?

The second season of the Castrol Mexico Challenge belonged to Andy Rouse, the louse-headed youngster who started the season as a privateer in the immaculate regal purple Broadspeed Mexico and finished up champion with a driver's contract from Ralph Broad in his pocket. After 13 rounds of panel beaters' delight Rouse held a fantastic 20 point advantage over Formula 3 ace Colin Vandervell in the Potterton car. As in 1971 this exciting series was capably organised by the BRSCC.

If the fight for overall honours was less intense than usual, the struggle for third and fourth places in the series was resolved by a very close scrap at the October double points final on Snetterton's windy wastes. Barrie "Whizzo" Williams snatched third (and £250, Champion Rouse collected £500) from Rod Mansfield.

In fact next season looks like being an even better Mexico Championship than those before and it seems likely that Mexico racing will spread to many continental countries, including Holland and Belgium. The regulations are included in this yearbook on page 32 and the major change is that competitors are restricted to one tyre to reduce costs. For 1973 there's a new sponsor in Motorcraft with an extra bonus scheme.

Mexico racing for 1972 began on April 1 at Rufforth aerodrome. Borrowing Jeff Uren's Mexico was the first Mexico Challenge Champion, Gerry Marshall. Gill Fortescue-Thomas, who enjoyed the luxury of two Shell-sponsored cars for most of the season, jumped the start and was penalised out of the running at the finish. Marshall looked set to become the official winner, but both he and Rouse retired, leaving Rod Mansfield to put his Luton Motors Group car over the line, ahead of Adrian Boyd's R.H. Hamilton machine and Vandervell. For the majority of the season Vandervell used an engine initially prepared by Colin Hawker at Super Speed, but by October Vandervell's undoubted talent was backed up by some scorching performances with Rowland's engine for Dave Ferris (minus the FF cylinder head of course) and some really fine slick rubberwear from Firestone.

The second round was two days later and a little farther north at Croft. This time a real saloon name from the past came out to beat the regulars—Mike Young in Stuart McCrudden's Reed Rallye Sport device. Barry Williams led for a lap but settled for second ahead of Gillian and Mike Chittenden.

The third round, later that month and at another airfield site, resulted in a Thruxton triumph for Williams after an epic late braking thrash with Rouse. Controversy appeared for the first time when Mansfield's engine was examined and he was disqualified for a modified cylinder head supplied as part of a complete engine package deal. Mansfield had been third so Vandervell took that place; he and Gillian F-T had been fighting furiously with Mansfield, the lady taking fourth.

There were two Brands Hatch rounds in May on the Club layout, both won by Rouse. The first Brands race was notable for one of the most comprehensive Paddock Bend rolls of all time, performed by Simon Taylor, publisher of repute and team-mate to Mansfield. For Taylor the effects lasted some time because the car's front suspension was permanently damaged, even after a thorough rebuild into a new bodyshell. At this stage Barry Williams was still leading the championship finishing third in that first Brands event, behind Vandervell.

Later in May was the Mexico qualifier forming part of the Ford Sport Day—this time Chittenden was the runner up to the Broadspeed machine, again 18s ahead at the



Andy Rouse in the Broadspeed car leads Colin Vandervell and the pack in the thrilling supporting race to the JPS Grand Prix

flag. Nick Brittan made his annual one-off comeback in the ex-Scheckler Mexico (Gillian F-T's spare Shell car) taking third ahead of McCrudden. Vandervell retired with a puncture, Gill F-T became involved in the aftermath of a Chittenden-Mike Freeman incident and Rouse moved into the lead of the series, by one point, over Williams.

June was declared inclement for Mexico motor racing so there were two events in July. On July 8 at Oulton Park less than 2s covered the fastest 12 in practice, a notable session this as Gillian Fortescue-Thomas came into contact with Roger Bell driving her spare car: in the afternoon the spare was permanently shortened at Lodge. The race was wet and Vandervell won, stealing the lead from Rouse. Mac Daghorn's borrowed mount splashed into second place from a lowly grid position, leaving Rouse to reflect that Dunlops were no match for Firestones that day. In fact, the future champion had a real task on his hands to keep Chittenden and Williams at bay.

The second event in July was the Mexico race of the year—10 laps in front of the fantastic crowd assembled for the JPS GP at Brands. Poor Rod Mansfield, with a new Broadspeed engine for the occasion, led for all but that vital last lap, last corner, when the oil filter came unscrewed and Barrie Williams crossed the line, leaning on Rouse for support, to win, though the timekeeper couldn't separate them. Mansfield was third, Rouse took fastest lap. Chris Slater lost his early season mount by lending it to Denis Baldwin who inverted it, never to be seen again. Rouse's performance was nothing short of incredible as he had practised eighth fastest yet managed to claw his way to the front, a very hard thing to do in Mexico!

August had two events after Crystal Palace's round was cancelled. Again it was on a full GP circuit, this time at Silverstone in pouring rain instead of Player's sunshine. Rouse won

again, but this time he learned a lot from Frank Gardner, who led in McCrudden's Mexico until it started to miss (the alternator was not connected up!). Gardner took second place and earned some more Tarmac points in the process while Young's David Rowe-built car was third, ahead of Mansfield. Roger Woodward was disqualified from third place for head modifications. Barrie Williams wrecked his car against the Armco and it looked for a spell as if he wouldn't be able to race again.

Over August Bank Holiday the Sunday qualifier at Mallory Park and Monday at Castle Combe both provided Rouse with further wins, by now the Broadspeed car even had a Salisbury Power Lock sticker to try to tempt the opposition into spending fivers on protesting! Rod Mansfield and Chittenden gave Vandervell a hard time over second spot but the orange Potterton machine was still second at the end. Just how evenly matched the cars were round Mallory Park circuit can be seen from a lap record shared among McCrudden, Rouse and Chittenden, plus the ticking off everyone received at the end from the Clerk of the Course: in 1971 the biggest Mexico pile-up happened at Mallory.

At Castle Combe Rouse's knowledge gathered in the FF Dulon saw him even farther ahead than usual with Mansfield exploiting his tremendous racing experience to hold off Vandervell.

Rouse now enjoyed a commanding lead in the series with three events to go. He didn't win again, but two second places were more than enough to make sure of the title.

Of the remaining races, two were in September. At the twisty Cadwell September round Rouse chased Mansfield from the start, finishing just 0.2s down. Vandervell suffered a cracked cylinder block and it was left to McCrudden to show Chittenden how much he's learned in two seasons of Mexico racing, the

pair finishing third and fourth

The penultimate round at Liandow suffered from non-starters but the excitement was up to usual standards, beginning with the lady, Gillian Fortescue-Thomas no less, swiping pole position in a magnificent example of Women's L.b. Vandervell, Williams, Rouse and Gillian swept round in rocketing quartet until Rouse and the lady squabbled over grazing rights to a verge. Vandervell was 4s ahead after 20 laps with Rouse second (another good recovery), Motor Journalist Tony Dron third (in the car he inherited from Custom Car?) and Williams fourth.

In the final double points round at Snetter-

ton on October 8 Vandervell and Rouse returned to disputing who was the fastest Mexico man of all. Just about threequarters of the race was spent with one or other in the lead, then Rouse spun at Sear So Vandervell went on to another easy victory, this time ahead of Mike Freeman's P&M car, and Group 1 Mexico exponent Alan Wilkinson, who beat his Ford colleague into fourth. The dice for fifth place was resolved in the order Dron (an excellent performance in such company), Williams, Mansfield, Chittenden and Young. Phew!

Analysing number of wins and number of fastest laps, Mansfield and Williams had two

wins apiece and one fastest lap each, Mansfield sharing with Rouse and Chittenden at Mallory. Young took a win and fastest lap.

So ended another year of tightly fought Mexico races. Disappointing for some, perhaps, but that's unlikely to prevent many of the familiar faces turning up to do battle with newcomers at the start of next year's Motorcraft backed series.

Jeremy Walton

Final points score: 1. Andy Rouse 35, 2. Braddisford 25, 3. B. R. 20, 4. Williams 15, 5. Mansfield 10, 6. Chittenden 5, 7. Dron 4, 8. Young 3, 9. Freeman 2, 10. Wilkinson 1. Fastest laps: 1. Rouse 2, 2. Mansfield 1, 3. Williams 1, 4. Chittenden 1, 5. Dron 1, 6. Young 1, 7. Freeman 1, 8. Wilkinson 1, 9. B. R. 1, 10. Braddisford 1.

MOTORCRAFT MEXICO CHALLENGE 1973

One make tyre rule to cut costs



This is the CR65 Mark 3 Dunlop specified by the regulations for 1973

1. (a) This championship is open to Group 1 Ford Escort Mexicos only. Competing vehicles must be ready to run late and not hybrids.
- b) An RAC Permit has to be applied for.
2. a) Regulations covering Group 1 are covered in articles 255, 256 and 257 in the latest edition of the 1974 Year Book of Automobile Sport. These regulations apply to all cars. No car is to be entered and no car is to be entered.
- b) For the purpose of the championship, points will be scored on the basis of the following table:

1st	8
2nd	6
3rd	4
4th	3
5th	2
6th	1
- c) All competitors will be deemed to have read and understood these regulations. Any competitor who fails to do so will be disqualified from the championship for the whole year.
3. a) Exemptions.
 - i) Fuel and Oil Tanks. The tank may be modified in accordance with drawing number TB0193 available from Ford Competitions Department. Similarly the oil pick up may be changed to suit number ECO 92 to suit. All cars must have a suitable oil filler tank.
 - ii) Electrical Equipment. It is not permitted to electrically disconnect the alternator. Cars must be fitted with two circuit breakers, one in the engine compartment and one outside the car in an easily detectable location. The battery lead must be marked and by yellow paint tags.
 - iii) Transmission. A limited slip differential will not be allowed.
 - iv) Suspension. The front suspension top mounts and the front and rear springs from the Ford Escort d Vehicle Specifications Book are eligible. Rear shock absorbers containing pneumatic fluid may not be used but externally adjustable rear arms may be fitted. Front and rear adjustable front shock absorbers and adjustable spring adjustments are not permitted.
- b) Tyres. The following types ONLY will be allowed — Dunlop 175 550-13 CR65 Mark 3 184 compound construction D12A.
4. Brakes. It is not permitted to remove or modify the brake shields in any way.
5. Seats. The driver's seat may be changed even to the reduction of weight. The optional factory fitted Rally Pack or Custom Pack seats are eligible and may be fitted.
6. Exhaust Systems. The standard exhaust manifold must be retained. The remainder of the exhaust is free.
7. In the light of development certain other parts may be permitted and these will be notified directly to competitors.
8. Ford Motor Company Limited and the BRSCC reserve the right to modify the regulations in any way deemed necessary.
9. (a) SCORING: Points will be scored by the drivers in each of the qualifying races as follows:

First	8
Second	6
Third	4
Fourth	3
Fifth	2
Sixth	1
- (b) Ties. Ties will be decided according to the number of 1st places, then 2nd places and so on, achieved by the competitor.
10. Awards. All competitors in the Championship will receive four pounds (£4) for each point scored. This prize fund will be increased by 10% for competitors using Motorcraft products and displaying Motorcraft decals. Note: All competitors must carry an official championship decal as covered by Clause 251a of RAC Motor Sport Regulations.
11. Entry Forms. Entry forms for the Challenge are available from the BRSCC Empire House, Charnock High Road, London W4.
12. Events. The following events will count as qualifying rounds:—

April 21	Rudford
May 27	Brands Hatch
May 28	Snetterton
June 10	Castle Combe
July 1	Silverstone
July 15	Knockin
August 26	Mallory Park
September 9	Cadwell Park
September 16	Ingdon
September 22	Ossett Park
October 7	Croft
October 14	Mallory Park
October 27	Oulton Park
- N.B. It is up to competitors to keep in touch with amendments to this list.

JUST HOW IMPORTANT WAS WINNING THE 1972 RAC RALLY TO DUNLOP AND FORD?

RAC Autosport Rally Championship Winner - Roger Clark Escort RS 1600



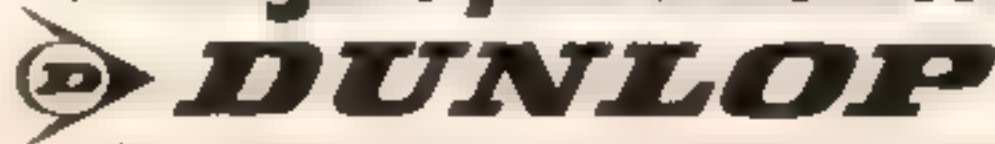
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Welsh Rally	R. Clark J. Porter	Escort RS 1600
International	H. Mikkola	
Scottish Rally	H. Cardno	Escort RS 1600
Manx International		
Trophy Rally	R. Clark/J. Porter	Escort RS 1600

Mintex 7 Dales Rally	R. Clark T. Mason	Escort RS 1600
Granite City/Shell Rally	R. Clark J. Porter	Escort RS 1600
Burmah-Castrol Rally	R. Clark J. Porter	Escort RS 1600
Jim Clark Rally	R. Clark J. Porter	Escort RS 1600
Esso Dukeries Rally	R. Clark J. Porter	Escort RS 1600
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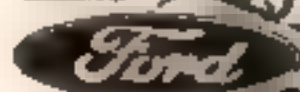
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How to succeed in Saloon Car Racing

By Ralph Broad

The name of Broadspeed Engineering is as familiar in motor sport as that of Bovril in the kitchen—and both add excitement to the taste. Having been deeply involved in all forms of touring car competition for the past 20 years, Ralph Broad has achieved outstanding successes, particularly in international touring car racing—starting with Minis in 1969, still topping the charts with Ford Escorts and Capris in both Groups 1 and 2 form today. We asked Ralph how he achieves the kind of success where Broadspeed Fords seem virtually unbratable in their class, irrespective of who is driving. Here he tells how it's done—some of the secrets of the Broadway...

Starting in Group 1 means starting with the book, not the engine. That means marrying the FIA Year Book and sleeping with its regulations. Because until you've studied them learnt the entire text and fully understood the regulations, you'll never remember the cans and cannots—on which Group 1 is won or lost.

For a guide on interpreting these regulations, let's see what can cannot be done with carburation*. The book says:

"Induction: the carburettor(s) or fuel injector pump(s) normally mounted on the recognised model and described on the recognition form may not be changed or removed.

Broad's recommended Group 1 anti-fuel surge carburettor modification. The letter A represents the top end of the fuel bleed passage, B the float chamber. C is where it all happens with a small copper tube bent at right angles and pushed into the space via the top and pick up hole, thus acting right from the bottom of the float chamber. Keep the tubing close to the chamber wall otherwise it will foul on the float.



Next year Broadspeed will campaign a Capri RS2600 in Britain—here Brian Muir fends off the works cars!

The elements which control the quantity of fuel fed in the engine may be changed but not those which control the quantity of air.

Now, it's common knowledge that if you circuit race a Group 1 Escort Sport or Mexico fuel surge in the carburettor float chamber under hard cornering causes momentary engine

*P119 Green section, paragraph D—Group 1 cars. The FIA Yearbook is available from Patrick Stephens Ltd (PS2), 9 Ely Place London EC1.

cut-out. This is not a carburettor design fault, as the unit was made for a high performance road car and not for the greater speeds of circuit racing. But to eliminate this problem, we fit small copper tubes from the supply holes feeding the top feed jets to the bottom carburettor float chamber.

This kind of modification is typical of what can be done by studying the regulations, learning intimately the working principle of the part in question—whether it's suspension, engine or transmission—and applying commonsense to overcome the problem.

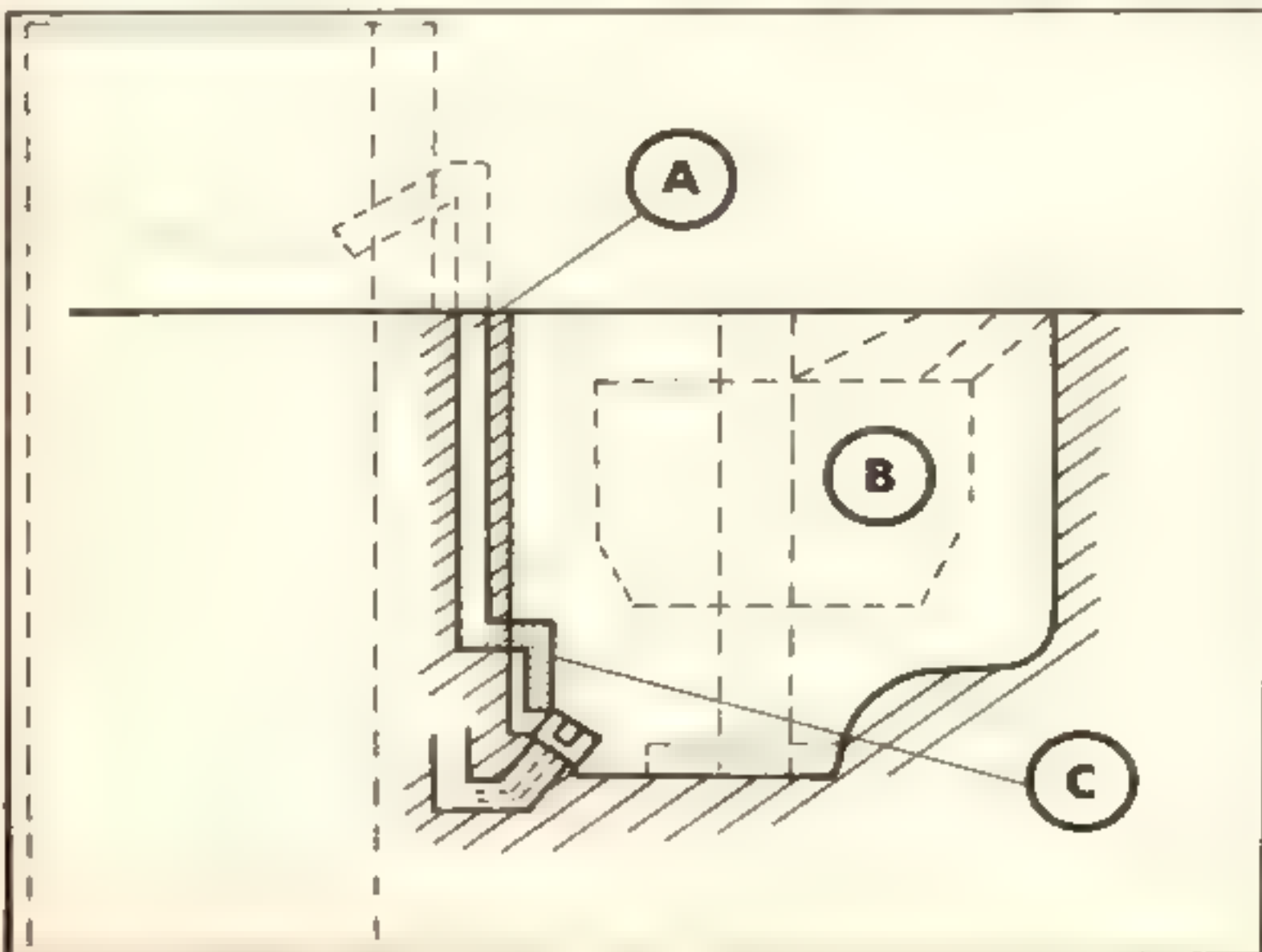
The success formula for motor sport as I see it is 10 per cent common sense, 10 per cent skill, and 100 per cent bloody hard work—combined with minute attention to detail.

Assuming one now knows the Group 1 regs. and has a fair knowledge of how the modern car works, we can now look at some of the basics in extracting maximum performance from, say, a Group 1 Escort Sport, an Escort Mexico or a Capri.

Engine
Most modern engines are well designed and developed, but mass production inevitably means that performance on outwardly identical engines can vary widely. So to achieve ultimate power output and stay within the regulations, we carry out a "blueprinting" operation—dismantling the entire engine and rebuilding to the original drawing board's very close tolerances. Since the biggest power loss comes through friction of moving parts, by blueprinting we can minimise friction losses—ensuring that all moving parts are in perfect alignment, items like valve springs are kept to the minimum pressures required to ensure freedom from bounce at maximum power revs, and (as we're not greatly concerned about oil consumption) that piston rings are selected to give minimum radial pressure on cylinder bores.

Thinking about obtaining ultimate engine power, most people forget that severe power losses can arise from the transmission, through badly-designed gears, tight bearings and bushes, etc., and from using an over-heavy viscous lubricant for short-distance races.

Again, we completely dismantle all these components under a full blueprinting operation and reassemble, taking care to eliminate





In conditions like these the choice of tyres is all important, especially to the Broudspeed Capri with its neat number plate "spoiler" — a typical touch of Broad ingenuity

all sources of undue friction as far as possible.

Suspension, wheels and tyres

Your greatest improvement in lap times can be obtained by careful attention to suspension and correct choice of tyres.

The only legal modification allowed on suspension is replacement of shock absorbers—provided they are completely interchangeable with the originals. So we can modify the damping characteristics to suit our requirements. . . . One can make enormous gains by attention to suspension settings and characteristics—again, by blueprinting the entire chassis and suspension, thus ensuring perfect alignment. We've known instances on certain makes of car where the rear wheels have been as much as 1 in out of alignment with the front, and front camber and castor 1° to 1½° different from side to side. So if these faults are corrected, and shock absorbers, tyre pressures and tyre compounds optimised, you've a good start immediately against the cut-and-bash opposition.

Group 2

This is the international touring car formula

that does require the 10 per cent skill and experience that I mentioned earlier.

The secret of building a car to this formula lies in using your brains against the committee who formulate the regulations governing Group 2 cars. The skill and experience lies again in thoroughly reading and understanding the regulations—then finding those loopholes or ambiguities in wording that can give you the greatest advantage when you start preparing your car, whether it be an Escort 1300 GT, an RS 1600 or a Capri.

Don't think that this will give you an unfair advantage over your fellow competitors, because interpretation of the regs is the whole essence of international motor sport. Winning races is a complete team effort from the car designer to mechanics, team manager and drivers.

Let's assume you are planning to build a Group 2 Escort RS 1600. When you've studied the past year's results, you'll discover that a fully competitive RS 1600 can now lap Silverstone GP circuit in 1 m 37 s, or 108 mph average! So you've a formidable task to get

into that bracket. How, then, are such times achieved with a touring car weighing close on 800 kgs with an engine producing 250-260 bhp?

The answer lies in today's type of racing tyre, allied to a suspension system that utilises that tyre's enormous cornering forces to the fullest advantage.

Circuit racing is not a flat-out blind, but consists of a series of accelerations from corner to corner. So speed down the straight is determined mainly by your exit speed from the previous corner. Therefore, if we can out-brake the opposition into a corner, navigate it faster and utilise our superior tyres and suspension, our terminal speed down the straight is faster and our overall lap times are reduced by a far greater margin than if we had, say, an engine 10 bhp more powerful than our opposition.

This has been proved time and again by Broudspeed when our Group 2 Escort 1300 GT, producing 145 bhp, has beaten Escort Twin Cams with engines reputedly producing 190 bhp. So, our aim is to design a chassis that can out-corner and out-brake the opposition.

Dave Matthews powerslides Broad's Group 2 RS1600 at Mallory



Broad's saloon car tips

continued from page 27

At Broadspeed we do not modify a production car for Group 2 racing, but design a racing car within the Group 2 Touring Car regulations. How can it be done legally?

Take one example (P 131, para N)

"Suspension: It is allowed to modify the original parts of the suspension in compliance with the specification of Art 260 (a) here above. The addition of a stabiliser is allowed, or the original one may be replaced by another one.

In the case of a rigid axle rear suspension it is allowed to add locating arms and their mounting brackets.

The fitting of joints and attachment points of a different type and/or material is authorised."

You'll note that it is allowed to change suspension joints and attachment points—so this leaves a very broad scope for your suspension design. With Art 260 (a) (n) (o) (p) (u) and (w) in mind, it is now possible to design a suspension so that, regardless of a touring car's body roll angle and high centre of gravity, the tyres will always assume an upright position, so enabling you to take maximum advantage of the current large tread widths.

In Group 2 Escorts and Capris we use a 5-speed 2F gearbox, which of course we strip down, blueprint and reassemble, and the same procedure goes for the rear axle (we use the Taunus), making sure everything is perfection, with no friction losses anywhere. We manufacture all our own wheel hubs and fit special high quality wheel bearings. But Ford's material specification is amazingly high—we've never had a front stub axle break or bend though we're putting through it loads of which no designer ever dreamed.

On the rear axle, we don't use the Ford system of half-shafts, but have fully floating axle shafts and separate wheel hubs and bearings, so that the wheel is attached to the hub and all the axle shaft does is drive the wheel.

All this, and more, could be expanded to fill a book. But I've tried to provide some basic guidelines, related to our long experience at Broadspeed. Let me sum up with the top ten basics on what not to do if you don't want to waste all that sweat, toil and tears.

- (1) Because touring car racing is a power game don't let power corrupt you. Never modify an engine to increase power without first getting suspension, brakes, axle, gearbox and tyres modified to transfer that power safely. Start by sorting the chassis.
- (2) When you modify a touring car for racing don't lower the suspension without resetting all suspension angles and pick-up points—otherwise handling will be far worse than on the standard model!
- (3) Don't compromise on safety. Make your car completely safe before you go on a circuit. Make sure the driving seat is firmly bolted to the floor. Put in a full roll cage, front and rear, so that in a roll you're protected inside a solid steel box.
- (4) Don't underestimate fire danger. Get a good fire extinguishing system before you do anything with the rest of the car.
- (5) Don't cut costs in your own safety. Invest in a pair of very good seat harnesses.
- (6) Don't go racing on a shoestring: it's the most dangerous thing to do, because you can't prepare the car properly. Once you start cutting corners on preparation, you're asking for trouble. If you can't

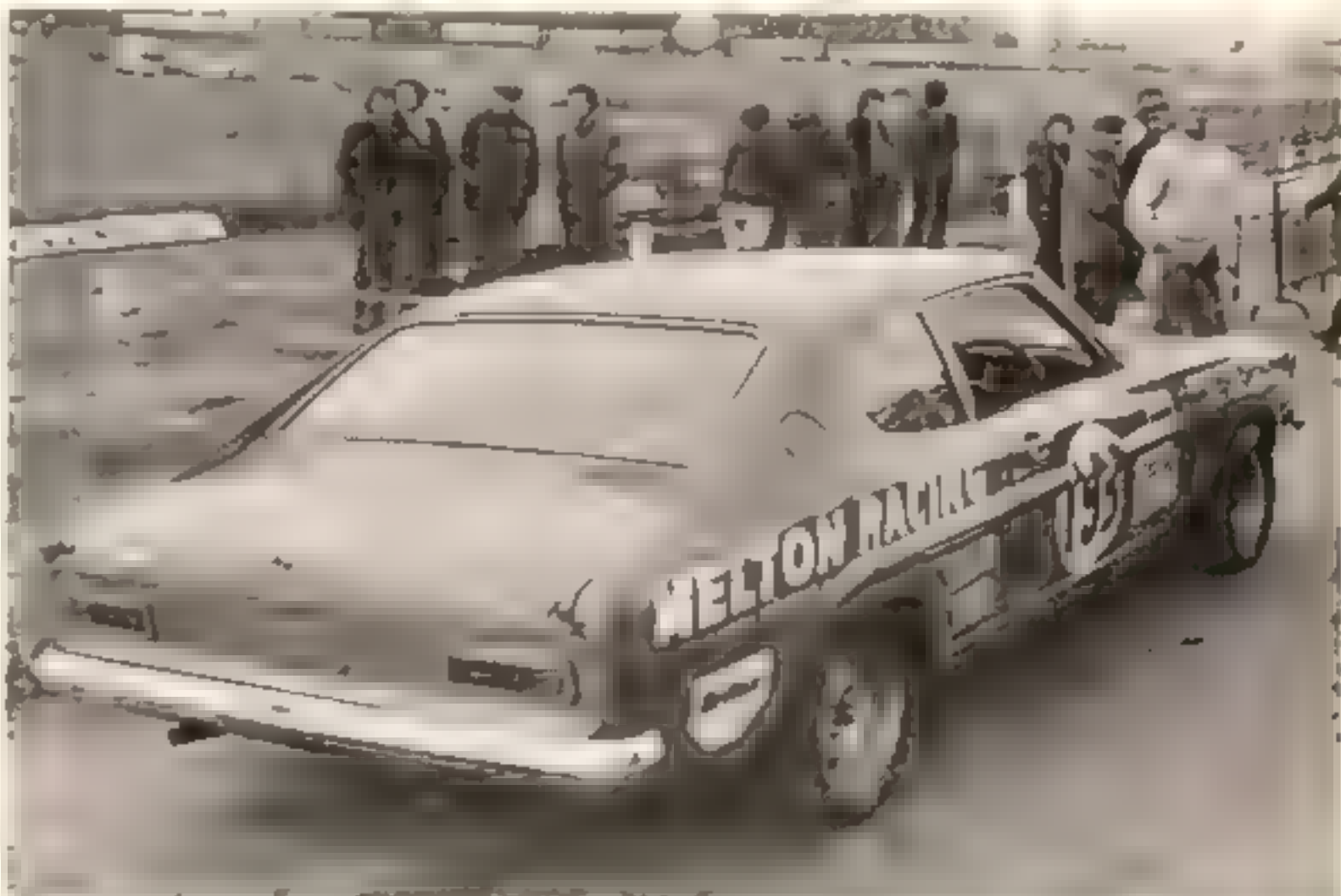
afford it, leave it alone.

- (7) Don't be upset if you can't get perfection. No one can. But you can get a lot of expert advice, often free, from people like ourselves.
- (8) Don't overlook detail. For example, on any engineering parts, especially suspension, make sure there are no sharp edges. On highly stressed suspension parts, we have everything shot peened, which increases the fatigue strength by at least 50 per cent, yet it's a very cheap process.
- (9) Never ever economise on wheels. We believe that on any Group 2 saloon car

for racing they must be magnesium or magnesium alloy.

- (10) Don't forget fuel tank safety. Our cars are fully fireproofed, tanks are completely sealed and isolated from the passenger compartment, filled with foam, covered with glass-fibre, and fitted with a special, aircraft pattern non-return valve, so that if the car rolls, the fuel supply is immediately cut off.

Finally, if you get your car set up properly and safely before you begin to extract more performance, you'll be less likely to come to grief on the circuits than on the public roads.



Above, Broadspeed Group 1 Capri — this year the diddy Dunlop racers go in favour of road tyres.




Above, in 1966 Broadspeed won the RAC title with the Anglia. Below, John Fitzpatrick in the firm's 1970 Escort TC.





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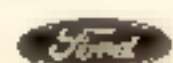
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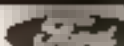
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Autocross/ Rallycross My Way

By John Taylor

There is often some confusion between rallycross and autocross so I will start by giving, broadly, my definition of the difference.

Rallycross is an event which is usually run with four cars, in line abreast, on the start line. When the flag goes for approximately three minutes all bests let loose with the drivers trying to produce 100% concentration and skill not only trying to beat three rivals but also the clock—for the usual format is that the fastest individual run of the day is the overall winner.

Rallycross normally takes place on a permanent time track such as Lydden Hill, Cadwell Park and Croft using a combination of tarmac sections interspersed with grass, chalk and cinder sections. The track is usually about 40 feet wide and about one mile in length when a top speed of about 100 mph can be

reached and an average speed of about 80 mph, when dry, is possible.

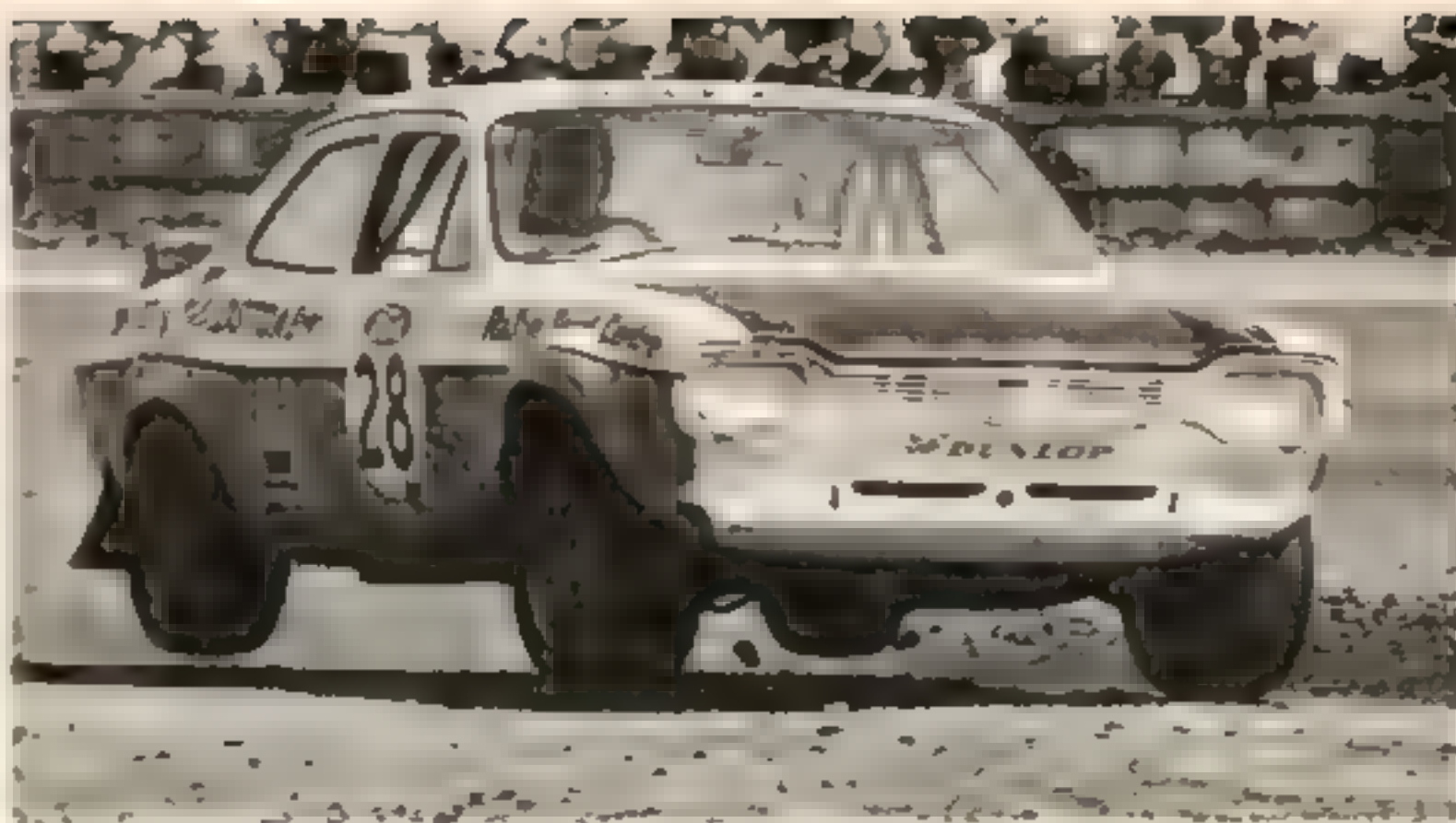
Autocross is always held on a grass track of approximately half a mile in length with no straight being more than 200 yards long and only two cars racing against each other at one time. Whereas rallycross events often have few classes—usually just dividing up into rear wheel or rear engine drive and front wheel drive—autocross is normally held with eight class divisions, so there's a better chance of winning a job—but less financial reward and glory than is offered by TV rallycross. The fastest individual run usually produces an autocross winner, and there's often a separate award for Fastest Time of Day (FTD).

The seeds for rallycross were sown in 1963 when Raymond Baxter came up with the idea of making a special stage, utilising the

normal car parks and service roads of Brands Hatch for the benefit of the BBC TV audience. Actual rally cars and drivers from the Monte Carlo Rally of that year provided the action on that occasion.

The idea was an immediate success with the viewers, but it was 1968 before both TV companies each decided to run a full series. Lydden Hill and Croft racing circuits were chosen as providing the best potential. Regulations, other than for safety and the basic RAC rules, were kept to a minimum. Because of television rallycross attracted the big manufacturers to enter more specialised cars. Both Ford and BMC experimented with 4wd cars and, of course, DAF joined in the action with their various Ford and Renault-engined 55 coupes later on.

The viewing public warmed to cars of



John Taylor in his successful Haynes Escort is a well-known rallycross exponent

John Taylor lifts a wheel as he powers his Escort onto the tarmac from the rough stuff





"It is essential to have the ability to get switched on very quickly and make a really good start," says Taylor

various shapes and sizes bucking, bouncing and sliding in front of them on their screens. The popularity has not been confined to the UK for a few drivers received invitations to perform in Germany and Holland in their autocross events. The organisers seemed to like what they saw and after explaining how rallycross was run in the UK a few switched-on organisers from the Continent came over to see for themselves what rallycross was like after which they went back home and started to build special circuits. In the summer of last year therefore a few of us competed in a number of rallycross events in Germany, Holland, Austria, Denmark and Belgium. Almost all the meetings were televised and the crowds on average at the circuits were around 10,000. On one occasion in K. there were 45,000 onlookers. The popularity of Rallycross had really been demonstrated on the Continent.

For 1973 we look forward to the planned European Championship which should feature generous sponsorship and a couple of British qualifying rounds.

I would suggest for a start in this branch of the sport that one either joined any motor club that promotes autocross events and try one's hand at this or of course tackle rally cross straight away. In autocross one can be reasonably competitive with a road car such as a Mexico, Imp or Mini Clubman fitted with a laminated windshield and sump guard.

The extent of car preparation is however more important in rallycross. If your choice is a Ford (in which for a variety of reasons I am well and truly sold) your job is made

much easier because all the parts and advice can be obtained from your local Ford Rallye Sport dealer.

Basically you should have wheel arch extensions and turret kit for shock absorbers plus a bodykit fitted with Huston struts and shock absorbers, high ratio steering rack, a Wood Cup crossmember and a good sump guard. If you are contemplating 150 bhp plus, I would suggest that you use an AVO Atlas axle with a 5 to 1 crown wheel and pinion and a Rocket gearbox. With regard to the power unit I strongly recommend that one doesn't get too carried away with the outright horsepower because you can sacrifice the engine flexibility needed on slippery surfaces.

If the budget is a bit short I suggest a reasonably tuned Ford 1600 GT crossflow engine bored to give the maximum cubic capacity. If you can pay for the best, an aluminium Ford BDA engine of 2 litres, tuned for good torque would be the ultimate.

For safety a full FIA roll cage is a must, and I also recommend carrying a fire extinguisher of at least 3 kg. and making sure that all petrol and brake lines are well protected. The petrol tank should be suitably isolated and mounted in the boot so as to be far away from possible damage in the event of a shunt. Cleaning the gauge from the windscreen is always a problem and I personally use a bar across the bottom of the screen with 5 jets aimed at the screen. To pump the water I've fitted a Jabaco big pump which is very efficient.

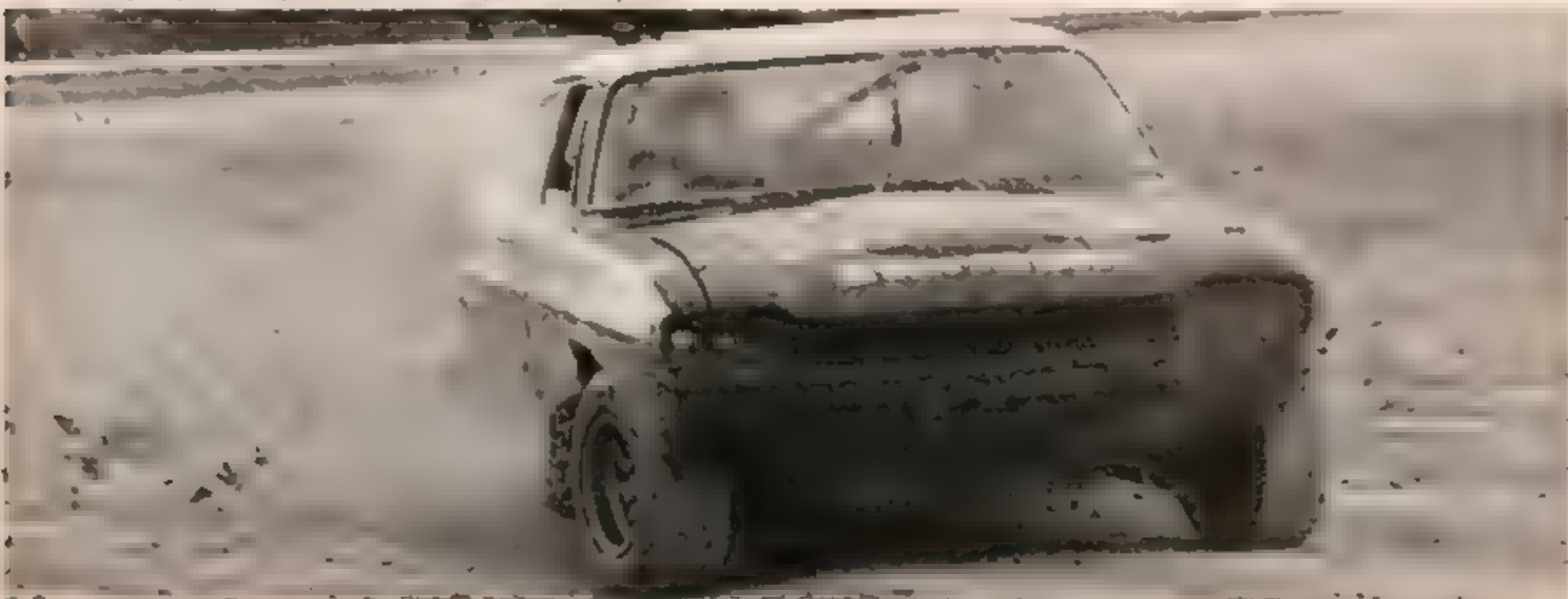
As far as driving techniques are concerned the first thing to recognise is that whilst the

really top international rally drivers will be used to the unusual conditions of hard and soft, wet or icy surfaces, techniques gained in circuit racing or road races will need to be considerably modified for rallycross. Several Grand Prix drivers including Stirling Moss have tried the Haynes of Maidstone Escort which I drive and without exception commented how hard it is to adapt to the rallycross technique.

It is essential to have the ability to get switched on very quickly and make a really good start. A second lost on a slow start is gone forever and you win or lose by tenths of a second not whole seconds. Having left the start one hopefully in the lead can concentrate on keeping your driving as smooth and tidy as possible. To get the car really sideways may be spectacular but the fact is that time spent in this attitude is time wasted. This sideways business is, I am afraid, a technique which we have revered with awe and tried to copy from the real masters, the Scandinavians. They came and showed us this technique, which we try to copy but unfortunately most drivers have exaggerated it which results in slower times.

I could not agree more with Timo Mäkinen when he says that rallycross is the best training ground for a rally driver as it teaches real competitiveness and driving technique on many varying surfaces. Makes can easily be rigged and tried in your next run against the clock round the same course. A rallycross driver has to be the perfect blend of competitive circuit racer and special stage stormer.

The 4wd Capri of Rod Chapman slithers onto the mud at Lydden



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All payments are made at the discretion of Ford Motor Company Limited and scheme may be modified or withdrawn by them at any time.

Payments will not be made where any entry has received any form of sponsorship or assistance from Ford Motor Company Limited.

Applications must be received in writing within seven days of confirmation of the official results and must state the date and name of event and the exact result achieved.

A copy of the official results must be enclosed.

Claims for bonus payments must be made

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A condition of payment is that Ford Motor Company Limited has the right to advertise and use for any publicity purposes the success achieved without making further payments to the entrant or driver.

Overall places and class success bonuses are non-cumulative.

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RALLIES

Scale 1:

Monte Carlo Rally, East African Safari Rally, Tour de France Automobile, RAC Rally of Great Britain.

General classification: 1st—£2,000; Ladies' Award—£150; 1st in capacity class—£150.

Scale 2:

Swedish Rally; Circuit of Ireland Rally; Moroccan Rally; Acropolis Rally; Scottish Rally; Geneva Rally; Polish Rally; 1000 Lakes Rally; Austrian Alpine Rally; TAP Rally; Total Rally (South Africa); Tour de Corse.

General classification: 1st—£500; Ladies' Award—£100; 1st in capacity class—£100.

Scale 3:

Arctic Rally; Lyons-Charbonnières Rally; Welsh Rally; Manx International Trophy Rally; International Circuit of Galway Rally; Spanish Rally; Ethiopian Highland Rally; Avon Motor Tour of Britain.

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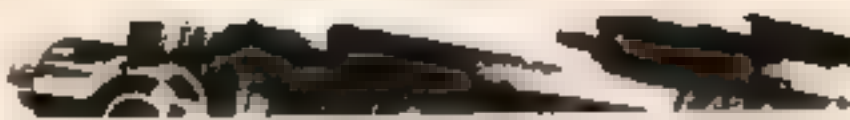
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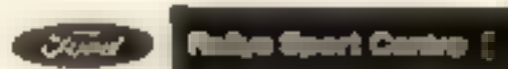


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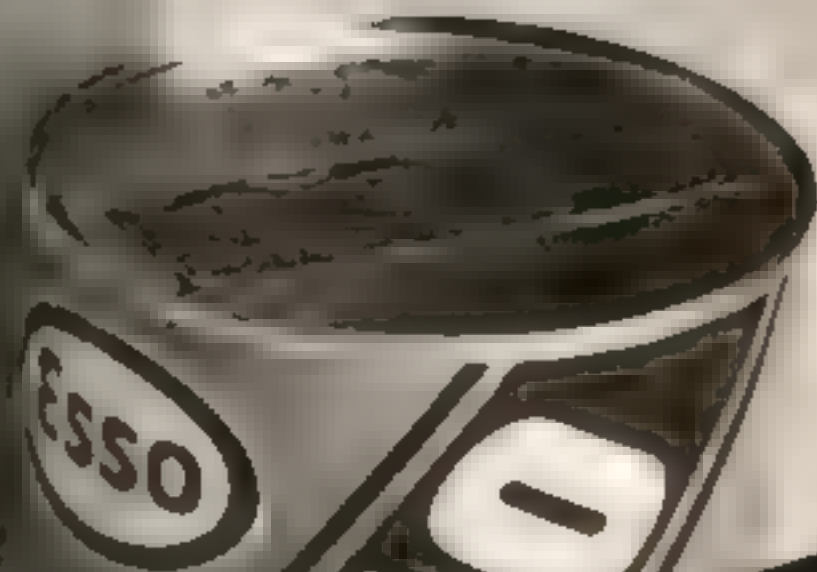
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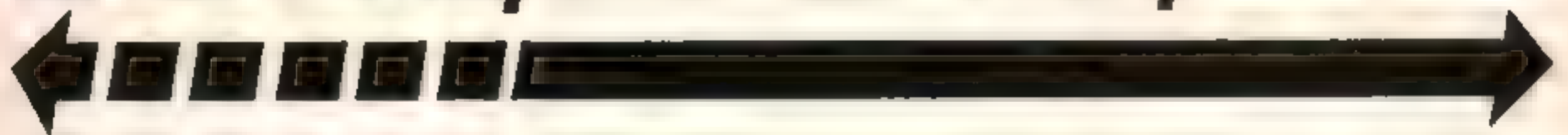
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RALLYING

International Rally of Great Britain

Tony Fowkes

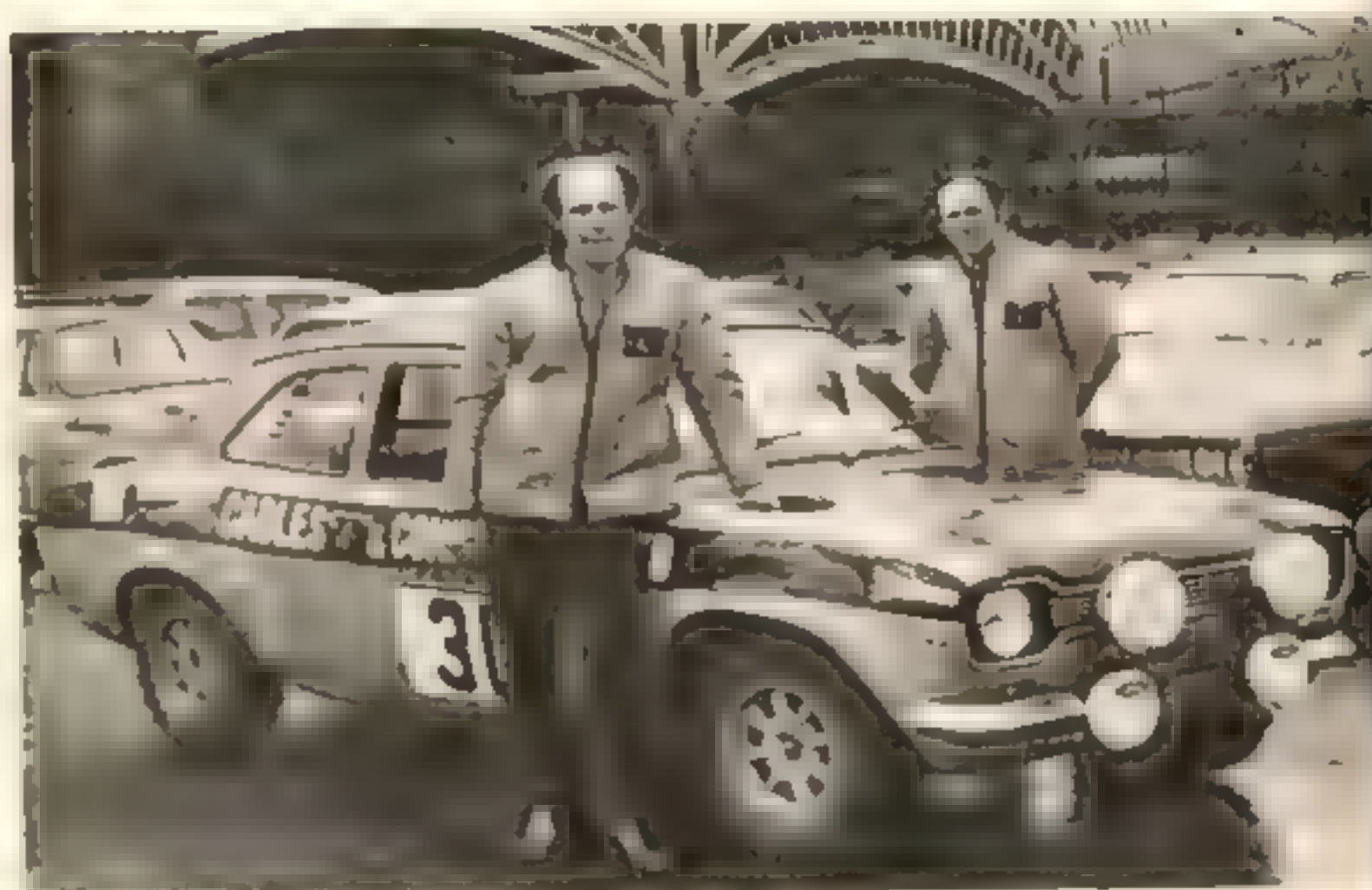
Driver as usual he meticulously prepared his car and on this occasion decided to revert to the lower powered Twin-Cam engine.

Bryan Harris

Co-Driver/Navigator as well as driving, he times and administers the team.

SERVICE CREWS

chosen for their enthusiasm, which even survived this year's rain and mud. They also make contributions with their own vehicles and equipment.



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Richard Thwaites McLaren-Chevrolet M10B at Prescott

benefit, the other important award was the Castrol/BARC series. The best example of how a championship should be conducted, the series will retain its sponsor for 1973. Mike Wilson and the BARC Yorkshire centre again kept everything running smoothly and were rewarded with a close fought series, in doubt until the final round. For much of the season Brian Kenyon and his fiancée, Pat Hopkinson, headed the table with their Austin Healey Sprite. When a lorry crashed into the garage containing the MG Midget of their nearest rival, photographer Chris Seaman, writing the car off, it seemed as if the title could be theirs. However they, too, suffered misfortune by blowing up at Cadwell Park and Seaman bounced back, having borrowed the strange BMC powered Blota Mk 1C sports car of John Houghton. Seaman kept the lead he had taken at Cadwell beating Kenyon while Houghton himself, moved into third spot ahead of that man Chris Cramer. Miss Hopkinson fell back to eighth place.

thrust of the hills. Three of these fought a very close battle, finishing with only three points separating them. Bob Rose paid little attention to hillclimbing this year, only coming 14th in the Shell series. Instead he concentrated on sprinting and before the final round had taken the championship. He was still using his much advertised 53 litre McLaren M10B. Second place was in doubt right up to the final round at Little Rissington when the 1971 champion Jonty Williamson just clinched it with a fine BTD in the McLaren M10A B used by Sir Nicholas Williamson to win the 1970 Shell RAC award and now sponsored by Manpower. In third place and with as many points was John Ravenscroft, his ex-Chris Cramer Brabham-Vegan tune BT21C running on Wipers. This has now been replaced by the ex-Max Reinhardt Lola T142 used briefly by Tony Pashley. Deserving of mention was Geoff Inglis who campaigned an ex-Ronnie Peterson F2 March 702 and came fourth, 12 points behind the leaders but well in front of the rest.

IAN WAGSTAFF

Roger Clark the 1972 RAC Championship and Rally winner is seen winning the Burma Rally.



CLUB RALLYING

In two of the three main national rally championships this year we have seen mastery of a kind seldom, if ever, seen before. In the RAC Rally championship sponsored by Uniroyal tyres and managed by this magazine, Roger Clark has been putting all the efforts of his rivals into the shade, with performances which have really impressed even the most hardened follower. So impressive have been his results that it came almost as a relief to people that Roger ended up by winning the RAC International Rally, and thus disproving the fear that however well Roger went there were Scandinavians who could drive even better! In the Castrol/AFV rallies the effect was almost as impressive, for Harold Morley scored victory and victory with an ease that has not been seen since Colin Mackin's little Imp raced around the British lanes. Only in the Mexico series of rallies has victory been less than clear-cut being only decided on the penultimate round.

The RAC series has blossomed into quite the most important and exciting series ever seen. Despite an emphasis in the points structure that placed importance on a few really good places on qualifying rounds as opposed to a series of consistently moderate performances, there has been a commercial interest and a consequent uprating of seriousness at competitor level, even among people who only had the remotest chance of all of scoring points. Roger Clark would have won however the emphasis was placed, he had a head start in experience, a couple of lengths start on the question of preparation and presentation, and a degree of luck which carried him through. If you doubt this, just consider his fortune on the Snowman when he crashed, and the rally ultimately was discounted by the RAC! Roger was supported through the year by Esso, as a leader in the company's increasing involvement in the sport at club level.



Chris Cramer took the Shell Leaders title with his Cooper S engine U2 Mk 11B

Sprinting is definitely the poor relation of hillclimbing and, as a rule, each sprint is an end to itself. Sometimes a top driver, like Tony Griffiths will turn up at somewhere like Weston-super-Mare or Yeovilton and take home the prize but as a rule the standard of the entries is much lower. Even the historic Brighton Speed Trials (won this year by Jonty Williamson) seem to have lost much of their glamour. Although a series like the Silverstone Sprint championship (won by Angus Martin's Clubman GT) attracts a regular entry, the main continuity factor is the BP/RAC sprint championship with a few dedicated men preferring the friendly rivalry to the cut and

Unfortunately we have been unable to include the autocross and production car trial reviews in this Survey, but they will be included in next week's regular Club News section

and together gave the company the sort of feedback which men with no bags usually don't dream of. The club had found support with Norman Masters at Boreham being second in the first trial for the year. Roger was backed with a couple of navigators who did as well as his driving. Jim Pire is the man with whom he started rallying but Jim's Max has been rallying at all levels for practically as long and when, like on the Seven Dales, the pres-

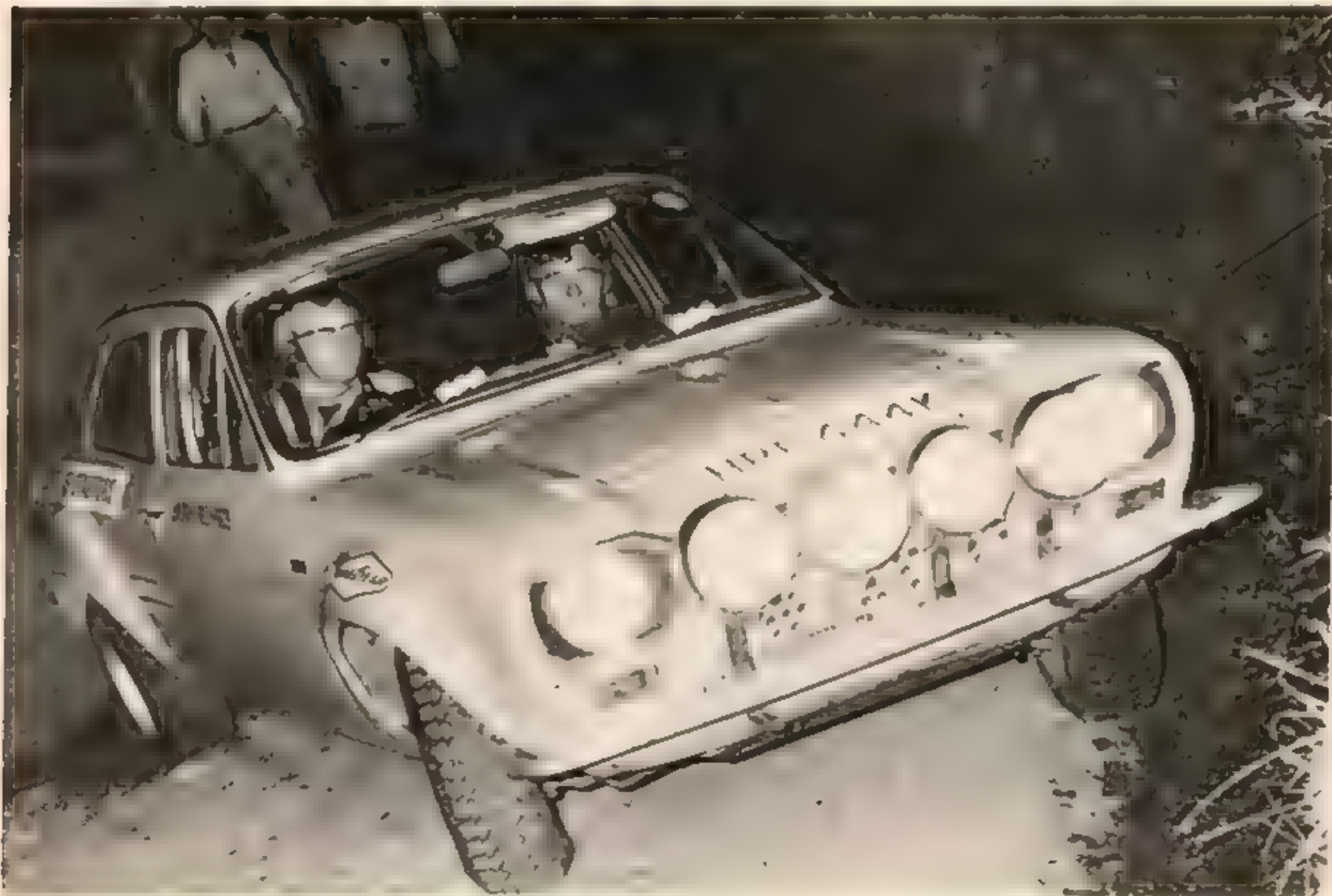
sure was on him he rose to the job.

Roger's efforts on the RAC Rally Championship have sometimes raised comments about sledgehammers and nails but on the other side of the coin Roger has presented clubmen in their own ground a standard of driving which can only increase their determination to succeed in the same way that Hanna Miksa's victory in the Scottish gave Roger ideas of further skills. In his respect he seems to be very close to flying must be the efforts of Chris Scater and Mike Hether. Chris ended up by achieving the Kleber Scholarship an award which should keep him rallying a further year at least, and in compensation in some degree for coming in rallying at just the wrong time. If Chris had begun his sport six or eight years before this season his future life may have been as smooth as any rally drivers by this stage. As things turned out right up to the Gascoigne he was arriving at rallies tired out from preparing his cars and making ends meet, and wondering why he did not have the sparkle of Roger Clark and the Clarke and Simpson drivers. Mike was the usual Clarke and Simpson driver (it was only the Stanley Palmer team's insistence that he drive their DAF on the RAC that denied him the chance of attracting the attention of the Kleber judges in that event) and gave the team the reward he the effort deserved. Clarke and Simpson were pretty sore when Benson & Hedges started preferring to sell their products to cricketers than rallyists and only returned into the commercial scene when Centre Hotels came along. The theory behind CSI was to have a showpiece for their rally car preparation to be a rally car with the moose in equipment and care of preparation, and all their resident drivers campaigned favourably on this.



Peter Clarke in action with his Silent Night Divans RS 1600. For much of the year Clarke's co-driver was Tony Maxon who partners another Clark owner (the RAC).

Laurie Richards takes the Lloyds of Stafford Escort round the impossible hairpin on the Cilwendeg in which he was second.



With three stars we must include the leading Scottish drivers Bill Taylor, Jimmy Rae and Donald Heggie. Rae the Shell Scottish champion for the year and the man with perhaps the greatest reliability record; Heggie the man who was able to out-shine everyone except Roger Clark—or bust. Tony Powkes is another three star man, having used to the best advantage the benefit of the Cables & Components assistance, and turned out performances (particularly earlier in the year with his Twin Cam) quite beyond expectation.

The Castrol/MN series has once again proved the great road rallying challenge. Still the road rallies capture the imagination of the ordinary clubmen, the man who tradition and finance dictate will use his car for sport at weekends and for going to work on weekdays. Harold Morley and his Lloyds of Stafford RS1600s have shattered a myth this year, that the road rallies had a mystique that outsiders cannot penetrate. For years people felt that the most successful crews had a certain way with organisers and officials, and however intelligently or energetically you tackled the sport you had no chance unless you were one "of them." To this end alone Morley's efforts were rewarded, for he showed just how dedication and care could successfully be used. Harold and Peter Bryant were semi-experts only two years ago, and Peter spent a half-year in 1971 away from the sport altogether! There will always be the knockers, and this year they have formed their queues behind the "anti-professionalism" banner, decrying the efforts of Lloyds of Stafford in supporting Harold and his team-mate Laurie Richards around the rallies. Harold has had the results which he deserved, and if he had any luck, it was the luck in having no bad luck.

Most people felt that Paul Faulkner's promise in the Core & Car Conversions Escort RS1600 was not blessed with the success he deserved, and eventually Paul was overtaken in the series by Frank Pearson and Bob Jeffs, both West Midlands who have road rallying in their blood. It is interesting to see how well road rally drivers can perform on special stages, for Frank was fourth best British driver on the RAC and Harold fifth, and it is generally reckoned that this effort of Harold's on the RAC gave him the runner-up Kleber prize.

It has been 11 years since the MN rally series was started, and in that time there has been a constant reappraisal of organisational standards, so that this year there was hardly a bad aspect to any of the rallies. This cannot be said about the Mexico series. Some Mexico rallies have coincided with C/MN rounds (and only by a whisker did a Mexico not actually win such an event outright!) but the non-C/MN Mexico rounds have almost all been atrociously run. Because performances between crews have been so equal the effect has been very marked, though by general consent Will Sparrow in the Hodgson's of Rexford car cannot be denied his ultimate victory. The championship was incredibly close right up to the penultimate round, and only on the final round did Roland Young in the Alitta Motors car win the Escort Sport series. The purpose behind the Mexico series was clearly to promote the young Ford-owner image, something other manufacturers are now realising, and of course to sell Mexicos. Perhaps the great benefit of the series to the sport has been the way it has kept rally drivers rallying, both because of the reduced costs and also the more easy way it has been to obtain commercial support. Stuart Turner went on record often during the season as wanting to seek out another Roger Clark, and if this was achieved at all it was done by Tony Pond, in the Norman Reeves Mexico. Tony has shown sparks of brilliance on isolated occasions over the past five years, but seldom often enough to consolidate his achievements. The Mexico series has at least assured Tony of a works Escort for one international.

The future holds nothing but promise for club rallying. Moguls at Fords continue to dream devices to make rallying more exciting, organisers on road rallies continue, through



John Benson won the sixth round and the Duckhams sponsored Championship in the Jabford.

the C/MN series, to improve standards and make their events more rewarding to competitors, and the RAC series gives the serious competitor the chance to measure himself against the best drivers in the world.

MARTIN HOLMES

TRIALS

Without question 1972 has been the year of the Kincraft. For Jack Pearce, its designer, the fruits of success have been twofold, both the RAC and BTRDA Championships falling to him by a comfortable margin. Although Lol Hurt has in fact taken his BMC Special to six victories during the year, one more than the Kincraft driver, it has been the remarkable consistency of the latter which has netted him the honours.

With 11 of the 20 trials being accounted for by Hurt and Pearce there has been little opportunity for other competitors to reach the top. Gordon Jackson has been a three times winner, Laurie Brown and Tony Harrison scoring twice each while both Mike Smallwood and Bill Evans took one apiece during the season.

This year has seen the first full sponsorship of a sporting trials season with Semperit Tyres interesting themselves to a considerable degree in the BTRDA Championship with assistance to the organising clubs and to the newer drivers in the sport who have yet to achieve the dizzy heights of victory. An unusual aspect of Semperit's involvement has been the marshals' jackpot, under this scheme a draw at the close of the event produces a "lucky" hill and the marshals on that section share a cash award. Naturally this has proved very popular and is some compensation for a day's heaving and sweating to manhandle cars out of the mud! Duckhams too have continued with a Championship of their own in the south east of the country, the attempt to promote a similar series of trials in the north failing miserably. This year the well supported southern Championship went the way of John Benson in his Jabford despite a spirited attempt by Gordon Jackson to retain his previous years' title.

Shortage of cars has again been an inhibiting factor in the growth of the sport, few new builders being at work over the summer recess. Pearce's latest Kincraft appeared for the first

time at the opening of the second part of the season in the autumn. Even lighter than its two predecessors the car retains Renault power but this time in the form of the T17 rather than the R16 version. Second on its debut the car carried the driver to four of his five victories during the year.

Tony Harrison took over the Kincraft Mk 2, while the first car found its way into the hands of Trials Secretary, Ron Kemp. The death of Bob Pardoe in a road accident robbed the sport of one of its most popular competitors and removed from the scene the designer of a series of cars which have proved capable of pressing even the more established stars. Pardoe's own Dryad is now in the experienced hands of Ivor Portlock while Bill Evans is among the most successful of the new generation of drivers in the very similar Beva. Bill Warr constructed another car on the same principle this year, the Bilbo Mk 2 having yet to find success as engine maladies have intervened on the couple of occasions on which it has appeared. Malcolm Even has the original model and expects to stage a comeback within a matter of weeks.

No radical changes in engines have occurred during the past season, the Renault unit being favoured by half a dozen or so drivers while the BMC A Series unit continues to attract more support in 1100 and 1300 cc guises. Many of these units bear evidence of only minor modification but one or two are clearly very highly tuned; Gordon Jackson's in particular. Although numerically the old Ford side valve unit retains supremacy, especially in the south of England where the sport has little of the sophisticated machinery evident north of the Thames, 1973 could see it fall from grace among the serious contenders for Semperit/BTRDA or RAC Championship points.

With the New Year comes yet another rethink on the tyres permitted. In an endeavour to make power less of an advantage and retain some degree of driving skill the committee have secured the approval of the RAC to limit the tyres to normal road pattern radials, outlawing the mud and snow pattern at present in use. Bill Warr has entered the Bilbo on such patterned wear on several occasions, but since the weather conditions have been largely dry each time little conclusive evidence has materialised regarding their comparative performance. Clearly the choice is likely to fall between Semperit M401s, Good-

Tyrrell-Ford

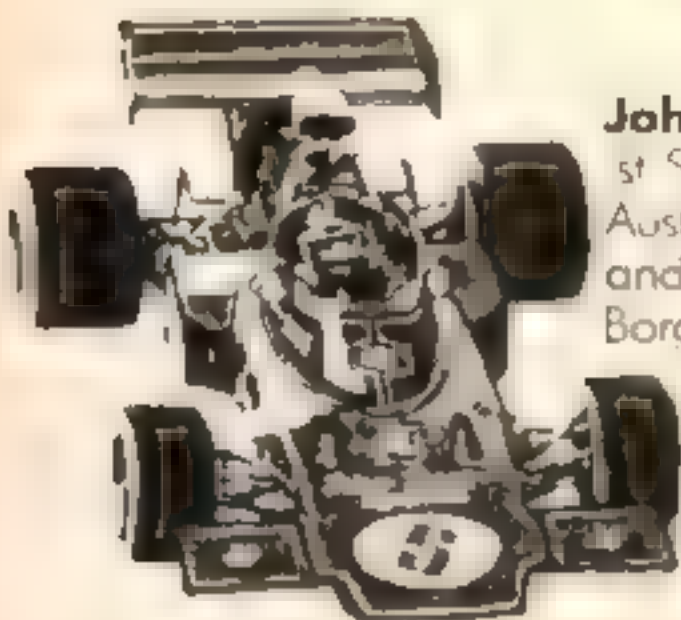
1st: Argentine GP, French GP, Canadian GP, U.S.A. GP.
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Borg & Beck Clutch

**McLaren M19**

1st: S. African GP
Borg & Beck Clutch, Lockheed Brakes,
Lockheed Suspension Joints,
Purolator Filter

**Ferrari 312/B2**

1st: German GP
Borg & Beck Clutch, Lockheed Brakes

**McLaren M16B**

1st: Indianapolis '500
Borg & Beck Clutch, Lockheed Brakes,
Lockheed Steering and Suspension Joints

**Matra Simca**

1st: Le Mans 24hr
Borg & Beck Clutch

**Porsche 917/10**

1st: Can-Am Series
Borg & Beck Clutch

**Surtees TS 11**

1st: European F 5000
Borg & Beck Clutch, Lockheed Brakes

**GM1**

1st: U.S.A. F5000 and Tasman Series
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**Surtees TS10**

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rich GT100s or Michelin ZXs judging by the experiments so far. If the advent of the new tyres has the desired effect it may open to clubs sites abandoned as being insufficiently steep to hark the current crop of cars.

Sites have continued to be at a premium, the Leicester CC losing their well-known "John Bull" site in a wave of conservationist enthusiasm which swept through the local council. So far they have been unable to find a substitute despite vigorous attempts. The London MC find the Birdlip site an excellent alternative to the previous "Gloucester" home, and the Fadden Trial was revitalised when the weather allowed the Bristol Club to

use for the first time sections in a wooded part of the valley. A couple of additional trials in the calendar would not come amiss.

As for the future it is clear that a number of would-be contestants are forced to spectate due to the lack of a car, but it is encouraging to find the ranks swelling following the return to the sport of several drivers who have found it difficult to maintain participation over the past few months. Already several of the speed hillclimb contenders find the mud a pleasant way of passing the winter and if the promise of participation by Tony Brise materialises it may start an influx from the circuit brigade.



Ivor Portlock in his highly modified Cannon.



Peter Noad emerged as Long Wheelbase champion in the Castrol/BTRDA Autotest Championship.

Championship winner Trevor Smith takes visual aim between the posts at the Hagley autotest.



With the tyre regulations now settled the only bone of contention lies in the suggestion that engine size be limited as a step towards keeping cost within the range of the "shoe string" brigade and equalising the performance of cars. Results over the past year have not indicated that "biggest" is invariably "best" engine-wise and it is difficult and probably unwise to encourage the stagnation of design.

The appeal which sporting trials has to its followers is difficult to explain. It has little of the glamour associated with other branches of the sport, no pots of gold at the end of the day and involves considerable travelling to attend all the Championship events. It has in abundance a spirit of camaraderie which is seldom encountered elsewhere and it is perhaps this aspect which draws the devoted following which it enjoys.

GEOFF HERRINGTON

AUTOTESTS

Trevor Smith didn't quite achieve the maximum possible score in the 1972 Castrol/BTRDA Autotest Championship, but with seven BTDs and eight class wins from his eight best events it became apparent by mid-season that this 1275 cc Spridget driver would be the outright winner of the Flatler Star. Early in the year Smith showed that he could beat the two previous champions, Denis Beare and George Holland, and although subsequently Beare and Holland fought back with three BTDs each, they were unable to match Smith's pace consistently.

Holland finished second overall in the championship and won the saloon class with his 1293 Cooper S, and Beare (1275 Sprite Mk I) was third overall. The long wheelbase class was won by Peter Noad (1878 Carturs VW) and the specials class winner was Roy Alcock (1850 Cannon).

Speeds in autotests have gone up by about 10 per cent since the previous year—a fact demonstrated by Harrow CC who ran identical test layouts in 1971 and 1972 at North Weald. This is largely due to cars being more highly developed for the manoeuvres of this particular sport. Smith and Holland both use Jap-speed heads with twin 1½ in 8Vs regularly clock over 8500 rpm. A major factor for bringing down the times with rwd is the use of leds, and in terms of performing manoeuvres rwd is now generally quicker than fwd. Minis still have a very significant dimensional advantage, and to some extent organisers can determine which type of car gets BTD by the tightness of the tests they lay out.

The sports cars class is virtually a Spridget monopoly and behind Smith and Beare in the final listing came Dennis Crome with a Down-ton modded and led-equipped 1275. Crome made BTD on two occasions but threw away other potential victories by incurring penalties for pylons and line faults. Next in the class was Barry Pinkerton who will doubtless remember 1972 for his escape from a nasty-looking inversion at Goodwood. His Mk I Sprite tripped over during a reverse turn on the grippy surface and one feels that rollover bars ought to be the rule rather than the exception for open cars in autotests. Pinkerton's score included one BTD, achieved by a really neat drive through some exceptionally tight tests at Wallasey. Fifth in class was John Calton and sixth was Len Gibson, who very nearly made the top on a couple of events and could prove to be extremely competitive next season if he does all the meetings. Gibson's 1275 Sprite runs on a Weber and now he's got it sorted for autotests it is definitely one of the quickest.

George Holland's season was beset with incidents and penalties. He persevered to finish only one point behind Smith but could not find enough BTDs to challenge for the outright win. Holland's class rival was Brian Potter, also 1293 S mounted. Potter was unable to do the full number of qualifying rounds and almost lost his second in class to Phil Darbyshire (1275 Mini GT), who claims to have one of the very few absolutely

standard cars in autotests!

Peter Noad took his Triple C entered, Super Vee carbed VW to fourth place in the Mini dominated class, as well as becoming 1/4 saloon champion. He was chased, in both instances, by Tony Hunt (1800 Escort). Hunt has come well so the fore since exploiting the capabilities of an 1.6, although engine and suspension-wise his car is not quite up to Mexico specification. Noad and Hunt held a commanding lead over the other big saloons, the next in line being the 1500 Beetles of Cecil Dickson and Steve Stringer. Although only scoring in three events Derek Pask (Samb 96 V4) put in some good times until the marque's top-heaviness won at Felixstowe and he rolled it.

Roy Alcock was followed by brother Eddy, who shares the 1650 Ford powered Cannon which has proved to be the quickest special in 1972. Neither driver succeeded in breaking the 5 per cent special's handicap to score a championship BTD, but Roy did make it on scratch once or twice. Mike Daniels took third in class driving the original Doug Worgan-created DHW Special. Rita Daniels, driving the DHW, took the Silver Star championship for competitors who at the start of the season have not won a class award.

Entries for the 16 event series showed a substantial upward trend, which could well continue in '73 when the Castrol-BTRDA series becomes integrated, as regards events, with the RAC championship. The best event award in the 1972 C/BTRDA series, based on competitors' voting, went to Eastern Counties MC for their Felixstowe Autotests.

PETER NOAD

DRAG RACING

As it has in past years, drag racing continued to grow steadily, with times continuing to tumble to bigger and bigger crowds. This year more than ever, drag racing has provided a show as well as first class racing, and this trend will continue next year.

Without doubt, it has been Dennis Priddle's season, with his times coming down to undreamed-of levels, ending with a stunning 6.59 s, with a best top end of 211 mph. Dennis has progressed about as far as possible with a 392 Chrysler, and next year will have the very latest in engines to fight off the growing challenge of Herridge and Skilton. Skilton's Castrol car has not fared too well, the rear-engine design taking a bit of sorting before

it finally made a 6.89 s to Priddle's 6.67 s at the 'Nationals.' Allen Herridge, driving the Santa Pod team car, 'Firefly,' has also gone very well, and although not yet in the 8 s, holds the top speed record with a 218 mph run in the 426 powered rig. All three drivers now have budding fan clubs, and the crowd reaction following each and every fantastic run has to be seen to be believed.

Of the other dragsters, it is really John Whitmore who stands out, having wrung a 9.3 s run out of his blown 1300 BMC rail, cleaning up the BDR&HRA championship by a country quarter-mile. Tony Anderson also went well in his 2.5 Daimler with a 9.7 s, whilst Bruce Brown was perhaps a little disappointed not to better a 9 s in his 454 Chevy rail. His arch-rival has been either Siggery or Calverly in the small Olds powered 'Geronimo,' also running a best of 9 s, and invariably bearing the bigger car. Run on a minimum of 85%, for two seasons with hardly a plug change, the car finally came to a halt late in the year when the bottom of the motor separated from the top!

Funny cars were a bit thin on the ground, the only genuine example being the now famous Transcontinental of Roland Pratt and Mike Derry. An immediate hit with the fans, the car ran an impressive 8.7 s on its third pass, then flipped at the Internationals, totalling the car, but not driver, £1,000 collection within the hour showed the true involvement of everyone, racer and public alike. This didn't stop the International from being the meeting of the year though, with top class racing in all brackets.

Winning the Altered title, as he did at most others, David Stone showed how a 427 should run, ending the season with an 8.5 s/171 mph run from the unblown car. Of the two main rivals, it was underdog Phil Elson who did best, winning the Castrol/Custom Car championship with a best of 9.1 s, whilst Fred Whittle, although eventually getting into the 8 s at a high of 180 mph, was generally unlucky. The title should really have gone Stone's way, but the two or three times that he had trouble were rounds of the championship, and Elson's consistency paid off. A contender early in the year was Kevin Pilling, and before he pulled out to go Top Street racing, he ran a terrific 9.6 s with his car bulletted 440 Dodge on gas, a performance that would not be out of place over the water.

Other notable performances came from the 'Strip-teaser' team with an 11.4 s from their 3.8 Jaguar powered Minivan, a 12.4 s from Dick Felding's twin-cam Topolino, and of

course, the immaculate 'Invader' Firenza, its 350 Chev pushing it to a low of 10.7 s before it finally expired at the disastrous Nationals in August. Not disastrous for the racing, but for the number of blow-ups and transmission failures. Mick Gleadow even came close to turning his Olds/Anglia completely over backwards, but survived this to blow the motor the next time out.

Top Street as a class has certainly developed this past year, and in response to this, a Pro-Stock class has been formed next year, with over £1,000 backing from STP. Although Gary Goggin has been around for a couple of years with his 427 Corvette, it was Tony Dickson who imported the first of what promises to be many cars from the States. With the specific aim of beating Goggin, his Camaro came equipped with 427 and B&M trans. Losing at the first day of the 20th Spring Nationals, he soon got the hang of it and remained unbeaten up until the Internationals. Thom Marshall (340 Barracuda) and Bob Foley (390 AMX) provided close opposition at the beginning of the year, with times in the high 11 s from all of them but Foley, who was at 12.1 s.

The Swedish driver, Gunne Backe again brought his early 454 Corvette over, and clicked off an 11.2 s, backed up by Anders Lantz in his Chev powered 1933 Plymouth hot rod with an 11.4 s. Also new at this meet was Keith Harvie, who was also running a Camaro, but this expired in the pits, and it was Backe who went on to the win over Dickson, Goggin having tried hard with a red light 11.5 s.

Kevin Pilling soon appeared on the scene with the ex-Riswick Camaro that was driven once by Dennis Priddle, and proved a strong contender towards the end of the year. By then, Goggin had a definite edge with 11.6 s times, but the erratic Keith Harvie finished the year on a high note, running a fantastic 11.27 s to win the last meet. Harvie's performances have made him a hero on a par with Priddle and Herridge, as his followers have watched him through tyre-bubbling burn outs, and wheelstanding gear-changes all the way up the strip.

With around a half-dozen cars being imported next year, all the divisions will have even more spectacular racing, and the high-spot will again be the Internationals, when Don Garlitz should be over to race against cars that might just be able to beat him with a little bit of luck.

JOHN DICKSON

Keith Harvie creases the rear tyre of his Camaro, in which he set a 11.7 s, although the car was not always on top form.





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correspondence

Plea for polite rallycross tactics

Regarding your report on the Cadwell Park Rallycross (December 21), I am obviously not very pleased, and think I am entitled to air my view. My car is owned and prepared by Chrysler (UK) and sponsored for this event by MOPAR. Obviously whenever we compete the idea is to win, but this was made extremely difficult at Cadwell as the fastest cars in practice were put at the back of an eight-car grid, and if this wasn't enough, the first two cars had a 7½ s start on the back row. Presumably the organisers did this to make it more spectacular for television, thus running the risk of a bit of barging. It would have been very nice to have been informed of this decision before practice commenced as we could probably have sorted the obvious problems out.

I do not apologise for my driving as it seems the sole object of Barry Lee was to keep me behind as long as possible by weaving across the tarmac parts of the track and effectively making it impossible to overtake in the normal manner. The only cars damaged in the G1 races were mine, Barry Lee's and Winston Percy's. I could possibly have won the last race if I had been prepared to shove the Datsun out of the way, which I was not.

Having driven my car to a class win on the RAC Rally without marking it in any way, it was annoying to do so much damage at this meeting, but until the organisers get these problems sorted out I am afraid this sort of thing will continue whether I'm competing or not.

I must congratulate Winston Percy on his driving, which was exceptional, and he did everything in his power to let me through. I was very sorry to damage his car and have since offered to pay for the repairs.

I hope to be able to compete in future rallycrosses and if so will be there to win. If there is anyone who wants to pass me and is obviously quicker I am the first to move. I would ask people to be equally fair to me.

KENILWORTH, WARKS.

COLIN MALKIN

Put promotion into perspective

I read with great interest Robert Fearnall's in-depth report on "The Big Row—Formula 1 organisers versus the constructors" (December 14).

One point of the article that interested me concerned promotion. Frankly, I've always felt that British races lacked the proper promotion, so now is as good a time as any to discuss it. Mr Fearnall quotes Mr John Webb as saying, "For that 1972 John Player-sponsored race, there was the biggest publicity campaign given to any one race in Britain, but there was a 12½ per cent drop in crowd figures. Two pounds is the public price barrier."

Perhaps in Britain two pounds is the public price barrier. But what interests me is the statement that the John Player Grand Prix received the most publicity of any one race in Britain. Perhaps it did, but was the publicity aimed in the proper direction? Autosport and other British motor racing publications carry vast amounts of pre-race stories, plus advertisements on the races,

but these magazines are for the enthusiasts, and their readers will come to races regardless. These people, of course, must be kept informed, but it wouldn't be a bad idea to approach other avenues.

I've covered several British Grand Prix races for my newspaper [The Stars and Stripes, European edition—Ed], plus the Race of Champions and other events at Brands and Silverstone, and I've yet to see any of the excellent racing posters displayed throughout the London tube stations. Nor have I seen any display advertising in the weekly "where to go and what to see" magazines sold on all the London news stands. It's logical to aim at your regular racing audience, but what about the thousands of tourists who fill London throughout every summer? I doubt if very many know there's a Grand Prix going on that weekend. They would certainly know it if the tube stations were plastered with posters telling them so, and if they could read about the racing programme in the "what to do in London" magazines. And name drivers should be featured on posters and in advertisements. There's a vast, untapped audience out there somewhere and they can, and should, be reached. And for tourists, two pounds to see a Grand Prix is certainly no "price barrier."

In Germany, it is not uncommon for 100,000 or more people to attend a Formula 1 race at Hockenheim. The Germans put posters up throughout the country, especially at petrol stations, and they also plug their races on television. At this year's John Player Grand Prix, the only place I saw posters happened to be at the Brands Hatch circuit. What good does that do?

In Mr Fearnall's article, Phil Kerr is quoted as saying, "We have tried to persuade organisers over many years that promotion efforts could be improved. We are willing to do everything possible to promote and encourage the sport, and elevate the money to a realistic level." Mr Kerr's statement that "promotion efforts could be improved" has to be the understatement of the year.

DARMSTADT, GERMANY. RANDALL BARNETT

F1200 v 750

three letters

F1200 is cheap...

I too went to the formula discussion bled about by the gentleman who is too disillusioned to even sign his own name (I do wish these people that complain would come out in the open). The 750 Club is run by the members who are voted on to the board of the club by fellow members. If Disillusioned really feels he is right, the cure is join them and get things altered, not write to public magazines and try to blacken the name of the best club in the country.

After reading his letter a couple of times I can only conclude that he wished to build a rear engine car (otherwise the 750 formula would not constrict his chassis design). What cheap rear engine gearbox was he going to use? He is not allowed to use a Hewland—or did he miss that in the discussion?

Two years ago the 1200 Championship was won by Peter Rhodes who did not use a steel crank, nor a downdraught head, nor mag wheels. His car was up for sale at about £500 (that's from memory). This is cheap motor racing; clubman's cars are over £1000 less engine. This year John Allen's car, one of the fastest if not the fastest, was up for sale at £750 complete. This car did have a

steel crank and downdraught head but surely this is still cheap motor racing?

HARVEL, KENT

DON MAYNARD

F1200 is expensive

I tend to agree with the things our fellow 750 MC member has mentioned regarding F1200 as it is and also the way it seems to be going—all steel engines, and now a choice of three engines, the 1200, 1300 from January 1 and the Avenger engine.

Last July I purchased in stripped condition an old (mark unknown) U2, which I rebuilt and modified. It now looks very smart and is only waiting for the 1973 championship to start. But now my outlay has almost gone and my car has only a Holbay modified 1200 engine with sidedraught SU. How do I compete against such expensive machines as no doubt will be seen this coming season unless something is done about this "spirit of the formula." What about this pirate F1200 for cheap racing? Our friend from Leicester might have a very good idea. Anybody else think so?

MARLOW, BUCKS

A. D. STURGESS

F1200 is just right

What a desperate view Disillusioned of Leicester has of F1200 (December 21). I too attended the 750 MC formula discussion and left feeling that despite a sometimes heated, but not humourless discussion, common sense had prevailed, and that the proposed formula complies with the letter and spirit of its accredited aims.

To claim that the board has turned a blind eye to the "low cost" aspect is grossly unfair. The whole point which is missed by the "thrill" fanatics is that it is a low cost formula in so far as this is compatible with its racing car conception. Each time you introduce unnecessary artificial restrictions, such as road tyres, steel wheels, standard engines, etc. the formula drifts further and further away from being a proper racing car formula. Eventually, I suppose, you could finish up with Group 1 cars, and look at the cost of those! Obviously it's necessary to ban some things, or the whole idea becomes simply a test of one's pocket, but to ban everything that rears its ugly head, just because there's a cheaper alternative is a very short sighted (and unpopular) policy.

No, Mr D, Formula 1200 has got far too many armchair knockers already. If you really feel it is beyond your wit to buy a set of secondhand racers for the price of four Torinos or whatever, if you really reckon mag wheels hopelessly outclass the steelies, if you really feel there are no impoverished also-rans, then F1200 is not for you. To claim that there is a current clique of entrants is ludicrous. It's a pity you didn't attend any meetings this year since there are no sticks (they're banned), the only tyre choice for the front runners was Torinos for the wet or racers in the dry (no intermediates). Of the 12 or 13 different race winners, only the minority had steel cranks, and Neil Padden or Arthur Mallock will put you right on downdraught.

Finally, I would say that F1200 can and does "teach people to walk," and very successfully too, but if you want to "learn to crawl" I can sell you a good Scalextric.

LONDON, SE3.

R. J. MILLER

The editor is not bound to agree with opinions expressed by readers.

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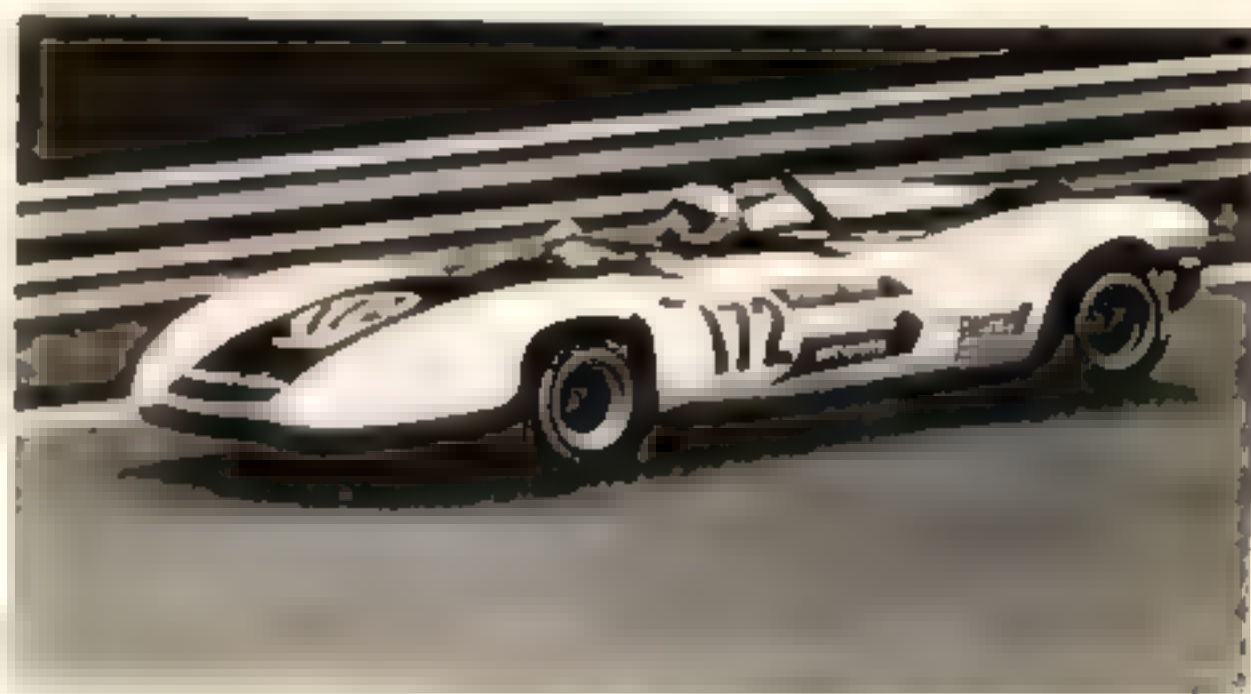
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Peter Vaughan won the second round of the Martins/Texaco Rallycross Championship at Croft on Boxing Day in his Richard Longman Mini-Cooper S, with 16 s in hand over John Taylor's Haynes of Maidstone Ford Escort BDA. Some 2,700 spectators watched the Darlington and DMC's smoothly run festive meeting in fairly mild weather—by rallycross standards anyway. Although there was relatively little close racing, times were close and as the commentary kept right up to date on positions during the afternoon, it was not without excitement. The Knockout Competition once again kept interest high, and was won by the Mini-Cooper S of Roger Jackson, who is a relative newcomer to rallycross. Taylor now leads Vaughan by one point in the Martins/Texaco Championship.

The entry produced a number of changes from the last meeting. Bearing in mind recent comments on rallycross becoming remote from rallying, it was gratifying to see two additions from the rally fraternity: Drew Gallagher with his Ford Escort RS1600, and John Cockerill with the ICI-sponsored Escort TC which he used on the RAC Rally. Other additions to the list were the quick Mini-Cooper Ss of Keith Stones, Tim Reynolds and Trevor Olds; the latter despite carburettor bother in practice. Unfortunately there were some notable non-arrivals too, including Rod Chapman, Hugh Wheldon and Pip Carotte, who didn't enter this round. Stu Brown (Cooper S) and Tony Drummond (Escort RS1600). Nick Jesty arrived with the Wessex Racing Developments Mini, but went home after practice bothers. Two technically interesting entries, although they did not figure highly in the results, came from Andrew Stout and Alan Thurlow. Stout had his very new 4WD Mini Clubman which utilises an 1147 cc Triumph engine while Thurlow was driving the MG Midget. This is a new kit car which uses a Maxi engine in a light, open body which looks rather like a cross between an Arkley SS and a Beach Buggy. The whole car only weighs just over 11 cwt, and the manufacturer, Lightspeed Panels, claims the car can be put on the road for less than £350.

Although the tarmac sections of the course were fairly dry there was enough mud about to make John Taylor exchange his Dunlop racers for some hand-cut specials. The first runs were fairly uneventful with times roughly 15 s down on those set at the last meeting. Peter Vaughan was quickest of all at the first attempt. He had a clear run in the Longman car and did a 3 m 56.4 s time. Two races earlier, John Taylor had blasted round just 0.8 s slower. Taylor was using 1800 BDA propulsion again this week, and reckoned that with conditions as they were he would have his work cut out to beat the Minis. Jeff Williamson sadly finds active assistance from BLMH hard to come by these days, but was in good form and slotted his Mini Clubman in to third at this stage with a 4 m 14 s. Jeff was finally given fourth place in the first round of Martins/Texaco series. Incidentally, Keith Stones made a strong impression with a 4 m 24 s ahead of Bob Moorhouse (4 m 56 s). Despite running out of petrol in practice, Bob's battered old Lotus 7 was on terrific form. This car is always very fast off the line but usually spin on the mud. This time Bob had everything well under control and actually won four races during the day. Moorhouse finished ahead of strong opposition from Chris Fishwick's Cooper S (4 m 04 s), Drew Gallagher's Escort (4 m 56 s), and the Minis of Trevor Olds and Phil Lilley, who were both just 0.4 s slower than Gallagher, and Roger Jackson's Mini which was another 0.8 s down. Lilley's effort was particularly creditable as he was slow off the line and then had a slightly hairy drive to try to catch Vaughan and Fishwick in the quickest of the first runs.

The top coating of mud was evidently removed by the time the second runs started as the times came down quite sharply in most cases. Although both Stones and Taylor

CROFT RALLYCROSS

Peter Vaughan blows off John Taylor



John Taylor's second place overall gives him a one point lead in the championship

held BTD briefly, it was once again Peter Vaughan who came out on top with a neat 3 m 51.6 s. In Vaughan's second race Phil Lilley hung on gamely and knocked 0.4 s off his previous time to improve his overall position to seventh. Taylor was visibly trying hard, and although his 3 m 53.2 s beat Keith Stones's 3 m 56 s, Vaughan then went faster still. Stones looked a good bet for the Tyre Services of Darlington award for the fastest non-trade supported driver, but then Chris Fishwick shook off Mick Bird's similar Mini to record a time of 3 m 55 s for third overall. Jeff Williamson improved rather less than most, by 2.6 s, and this was not enough to place him higher than fifth in the final results. Bird's chase of Fishwick helped him chisel off no less than 14.6 s from his first time and this was good enough to give him sixth overall, just a fifth of a second faster than Lilley. Bob Moorhouse didn't really get his full reward in the most exciting race of the day. Bob determinedly fought off the attentions of the Minis of Roger Jackson (who improved to ninth place) and Martin Hayles (twelfth), and bettered his previous time by 3.8 s, only to be shunted down to eighth and last points scorer. John Cockerill found himself drawn against John Taylor and the ICI Escort driver must have been inspired by the example as he edged into the top ten with a 4 m 34 s. The other rallying Esporteer, Drew Gallagher, was 1.6 s slower in a seventh position.

One again the Knockout Competition took place without most of the fastest boys. Taylor again suffering "transmission failure" after his second run. The DDMC had reverted to four car races for the Martins/Texaco

runs, so the six car starts in the Knockout seemed very crowded—too crowded for Lee's 970 Cooper S which rolled over the bank at the first corner of the third heat. After winning his heat and semi-final, Bob Moorhouse looked a likely winner in the final, where he was up against the Minis of Roger Jackson, Phil Lilley and Ken Shipley; and the Escorts of Gallagher and the rather ill-handling version of Charlie Irving. However, Bob found a second row start too much of a handicap, despite a spectacular pursuit, and it was the Minis of Jackson, Lilley and Shipley who took the first three places from Gallagher. Shipley's placing was fitting reward for much lunchtime work on his stripey Mini, which he had pranged in practice. The running of the final was a little delayed while officials and Bruce Bamber had a quick difference of opinion as to whether the latter should start after finishing second in his heat, but not starting in his semi-final. He didn't.

One can't help feeling that rallycross is a lot healthier at Croft, among the clubmen, than it is at Cadwell amid the unsavoury pressures of television.

CHRIS MASON

Martins/Texaco Rallycross Championship (Round 2)									
1	Peter Vaughan	3 m 51.6 s	1	John Taylor	4 m 34 s	1	John Cockerill	4 m 34 s	1
2	John Taylor	4 m 34 s	2	John Cockerill	4 m 34 s	2	John Cockerill	4 m 34 s	2
3	Chris Fishwick	3 m 55 s	3	John Cockerill	4 m 34 s	3	John Cockerill	4 m 34 s	3
4	Keith Stones	3 m 56 s	4	John Cockerill	4 m 34 s	4	John Cockerill	4 m 34 s	4
5	John Cockerill	4 m 34 s	5	John Cockerill	4 m 34 s	5	John Cockerill	4 m 34 s	5
6	John Cockerill	4 m 34 s	6	John Cockerill	4 m 34 s	6	John Cockerill	4 m 34 s	6
7	John Cockerill	4 m 34 s	7	John Cockerill	4 m 34 s	7	John Cockerill	4 m 34 s	7
8	John Cockerill	4 m 34 s	8	John Cockerill	4 m 34 s	8	John Cockerill	4 m 34 s	8
9	John Cockerill	4 m 34 s	9	John Cockerill	4 m 34 s	9	John Cockerill	4 m 34 s	9
10	John Cockerill	4 m 34 s	10	John Cockerill	4 m 34 s	10	John Cockerill	4 m 34 s	10
11	John Cockerill	4 m 34 s	11	John Cockerill	4 m 34 s	11	John Cockerill	4 m 34 s	11
12	John Cockerill	4 m 34 s	12	John Cockerill	4 m 34 s	12	John Cockerill	4 m 34 s	12
13	John Cockerill	4 m 34 s	13	John Cockerill	4 m 34 s	13	John Cockerill	4 m 34 s	13
14	John Cockerill	4 m 34 s	14	John Cockerill	4 m 34 s	14	John Cockerill	4 m 34 s	14
15	John Cockerill	4 m 34 s	15	John Cockerill	4 m 34 s	15	John Cockerill	4 m 34 s	15

SPECIAL STAGE

Chris Sclater heads Tour of Dean entry

This Sunday sees the first in an exciting series of day-stage rallies, the Shell Howells Garages Tour of Dean. With the start at Howells Garage, Corporation Road, Newport at 9 am, several crews will be arriving straight from the Targa Rusticana including drivers Nigel Rockey and Frank Pierson and navigators Martin Holmes and Peter Valentine, though in each case with different cars. There are two short new stages on the agenda, the rest being traditional Dean territory. Full route details for spectators will be available both from the start and also from the Shell caravan near the rally HQ at the Speech House Hotel. Entries are as follows:

- 1 Chris Sclater Martin Holmes, Escort RS1600
 - 2 Paul Faulkner Monty Peters, Escort RS1600
 - 3 Mike Hbbert/Henry Liddon, Escort RS1600
 - 4 Ron Clift Peter Valentine, Escort TC
 - 5 Andy Dawson Pauline Gullick, Ian Crusader
 - 6 Tony Fowkes Bryan Harris, Escort RS1600
 - 7 Jeff Churchill Roger Jones, Escort RS1600
 - 8 Pat Ryan Mike Nicholson, Mini
 - 9 Paul Appleby Keith O'Dell, Escort RS1600
 - 10 Bob Bennett/V. Brookes, BMW 2002
 - 11 Nigel Rockey Paul White, Escort RS1600
 - 12 John Price Mervyn Gerrish, Renault Alpine
 - 13 Martin Clark/—, Escort RS1600
 - 14 Billy Coleman Dan O'Sullivan, Escort TC
 - 15 Tony Pond Frances Pond, Mexico
 - 16 Greg O'Gorman Michael Daly, Escort TC
 - 17 John O'Gorman John Halney, Escort TC
 - 18 Tom Burke Derek Jolly, Escort TC
 - 19 Mike O'Connell Anne O'Connell, Escort TC
 - 20 Colin Barrell Brian Rann, Daf
- The finish will be at Tintern

Mexico to Sweden?

A special Ford Escort Mexico class for the Swedish KAK Rally (February 15 to 17) looks like a wide open invitation to British Mexico drivers as there are only a very few Swedish rallied Mexicos. The Mexico class will only contest the second half of the rally and the prizes include cash from Ford to the tune of 3000 Sw Crs. for first (£260), £130 for second, £87 for third, down to £18 for seventh. An appetising looking proposition.

TOUR OF DEAN — SPECTATOR CAR PARKING

Map 142 623109 SS4 and 5, Russells and Speech House
142 623123 SS5, 6, 7, 12, 13, 14, Speech House, Russells, Kensley
155 634055 SS7 and 13 Speech House
142 610117 SS3 and 11 Serridge
142 561131 SS1 and 10 Macclesfield and Reddings
142 622151 SS3 and 11 Serridge
Programmes will be available at all car parks

Sky Petroleum Cars

Sky Petroleum are to provide the major sponsorship for Laura Richards rallying for 1973. The Sky Petroleum deal will include Linda Jackson who will continue to use her supercharged Escort as well as Richards's ex RS. The fourth car to carry the Sky decals will be Bill Wood's ex Sparrow Mini which Richards will use on Motoring News Castrol events until his new Escort is ready.

The Escort is being built and prepared at Lloyds of Stafford though they are not involved in direct sponsorship. The car should be a real flying machine with a 2140 cc aluminium BDA unit married to a five speed ZF box and fitted with fuel injection and electronic ignition.

Richards is teamed with John Henderson for the Targa Rusticana this weekend and will team with Nigel Raeburn for several events later in the season when he is available.

Linda Jackson plans to tackle both Motoring News Castrol rounds and some of the Exx BTRDA events with Pauline Gullick.

● Bernard Banning of Nuneaton is to return to rallying this year with a Chrysler Avenger G1. Bernard will contest the Motoring News Castrol Rally Championship in the series. They will not be out on the Targa Rusticana but have entered the Red Dragon a fortnight later.

Two sponsors for Peter Smith's Alpine Renault



Peter Smith

Peter Smith and Mike Sones will be entered next year by Hewlett and Sumner Ltd, Insurance brokers, and Midland Road Garage, Walsall, and intend to drive the Renault Alpine on the RAC championship rallies, with the Tour of Dean being a starter. Peter and Mike are also considering the Boucles de Spa and the Lucien Bianchi rallies which they entered last year.

Correspondence course for rally navigators

Those wishing to improve on navigational abilities might well benefit from taking Ross Finlay's correspondence course on rally navigation. Total cost of the six lessons is a modest £5.50 which includes the one inch Ordnance Survey map used on the course. As might be expected coming from Ross Finlay, the well known Scottish rallying journalist, in every sense of the word, and Motoring News contributor the lessons are all exceptionally comprehensive and progress in mind-racking severity stage by stage.

Lesson six consists of a fifty mile navigation rally based on any of twenty one inch maps the pupil chooses. The course has been produced in association with Esso Petroleum so don't be surprised if lesson six takes you to every Esso filling station on your sheet! The course can be started simply by sending £5.50 to the Allander Press Limited, 28 West Clyde Street, Helensburgh G84 8AW. Copies of Ross Finlay's latest Armchair Rally Book, number three, are also available from the same address.

Automatic Opels for Monte Carlo

Two of the three car Swedish Opel Dealer Rally Team, entered by Ragnar Ekeland will be Asconas fitted with fully automatic GM 3-speed transmissions coupled to their 170 bhp 1.9-litre engines. The automatic Opels will be driven by Lile Bror Nasen and Anders Kulang. The third Swedish Opel will be a manual Ascona for Sylvia Osterberg to contest the Ladies' Cup with arch rival Marie Claude Beaumont, also driving an Ascona.

Films at the show

The Citroën stand at the Racing Car Show, at Olympia until the 13th, should be well worth a visit. Besides a group one (racing) Citroën SM and a GS powered V6P single seater there will be film shows of the 1971 and 1970 Moroccan rallies.

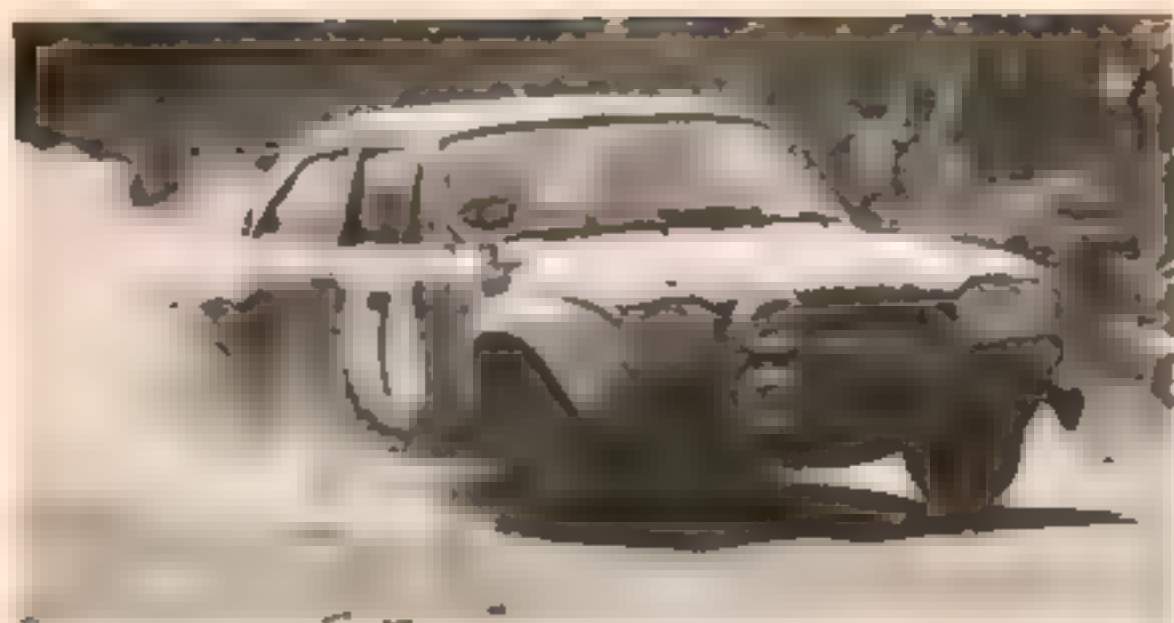
TRACOM Timing

The time schedule for West Essex Car Club's Cloverleaf Rally to be held on January 13-14, 1973 will be developed by a computer program called TRACOM (Timing Rallies Automatically by Computer). The system has been devised by Clerk of the Course Ray Crowther to overcome the problems of setting and keeping uniform timing over the whole of the rally.

The information required by the program is a description of the route between controls (similar to pace notes), data describing how quickly a typical car (eg RS1600) can accelerate, decelerate and corner plus various other information such as start time and the time taken to plot map references and collect signatures at controls. All this information, after being processed by computer, is then used as a basis for the time schedule.

As well as being used for the Cloverleaf it is hoped that the system will be applied to the Club's other events. Similar programs will be written in the near future, the first being to compile results. Further details can be obtained from Ray Crowther, 21 Hawkins Way, Braintree, Essex CM7 8TD.

● Two changes of date concern people interested in the BTRDA Gold Star and CCC rally driver championship, in that the Cheltenham Festival Rally has moved back one week to July 15 and the Derwent Rally is now set for December 1 and 2. The Derwent will have two days of stage driving, rather like the old Safari South West, with a night halt in between.



Ford rally programme 1973 — seven major events

Ford plans to enter more than 20 international races and rallies and give away up to £10,000 in a revised private entrants bonus scheme covering racing and rallies. Ford will also be offering increased support to motor club enthusiasts. Announcing the plans at a press conference in London on Tuesday, Stuart Turner commented that "Ford had a fantastic year of success in Europe and beyond in 1972, so the mixture for 1973 is much the same."

Ford's international rally programme is limited in quantity of events to be tackled however all the events chosen, with the possible exception of the Monte, are ideally suited to the Escort RS1600. For the Monte Carlo Rally Ford will have two cars for Hannu Mikkola and Timo Mäkinen, Roger Clark will be

assisting with ice note crews. The remaining six events will be contested by Mikkola, Clark and Mäkinen, as selected. Ford co-drivers are Henry Liddon and Jim Porter. For the Safari there will also be Escorts for Peter Shiyuba/Aziz Yabub and Vic Preston Jnr Bev Smith. The seven events are listed below: January, Monte Carlo Rally, April, East African Safari, May, Welsh Rally, June, Scottish Rally, August, 1000 Lakes Rally, October, TAP Rally, November, RAC Rally.

If the TAP Rally takes place in March, Ford's entry could possibly be affected by the close proximity of the Safari. Details of the Mexico Rally Championship's sponsorship by the Daily Express appear elsewhere on this page.

Lloyds switch to Mexico events

Lloyds of Stafford are transferring their allegiance from Motoring News/Castrol championship to the Mexico series and will enter John Edwards, Parton and Don Davidson in their 1973 car who plan to do the entire series. Harold Morley and Peter Bryant will also receive support from Lloyds in their Mexico which they plan to use on the first four Mexico events before hoping to tackle events in their European Rally Drivers Championship. The engine of their two litre BDA will be built and maintained by Autovita Developments Ltd of Rochdale.

Monte privateers

Brave young Britishers aiming for this year's Monte include Mick Clarke Neil Ingo-Jones in an Escort RS1600 and Clive Roberts. Mike Siveyer in a G2 Mexico. Mike recently won the Graham Meakin Trophy awarded by Sutton & Cheam MC for the best first-time performance by a driver from that club on the RAC (on which he was sixth best British driver overall) and he has entered the Monte for Sheraton Securities, who are currently involved in development work in France. Mike has competed in some French national events as well as the Monte two years ago in the same car then in standard tune, and had originally planned to enter the Sherry Rally.

Rally Bandama: no finishers after ludicrous time penalties

The Rally Bandama finished amidst chaos on Monday. Of the 52 competitors who started the 4,000 km event on the Ivory Coast of Africa just one car finished within the time limits — that was Tony Fall's Peugeot 504. Shekar Mehta/Andy Dawson (Datsun 240Z) were the only other crew left running but were late. The event was "tougher

than any Safari I have been on" according to Tony Fall and it was due to ludicrous time penalties on the 48 hr event which ruled out most of the leading runners. The Renault team objected when Fall was declared the unofficial winner and so the results were scrapped and no finishers declared. Thus everyone came away with no prize money at all.

Targa Rusticana

Thus Saturday night sees the first round in the 1973 Castrol/MN road rally series, in the form of the Targa Rusticana Rally run by the Oxford University Motor Drivers' Club, in Wales. Most of the route will be on maps 140 and 127, and the rally starts and finishes at Lampeter, where the first cars will leave from the Black Lion Royal Hotel at 10 pm. The rally will be decided entirely on performances over timed to the minute sections. There are an estimated 30 new roads "roads" that are new to the maps of John Brown, the Clerk of the Course, and undoubtedly knobbly tyres will be the order of the night. Studded tyres will not be permitted, however bad the weather. The first car is due back at the finish at 6.10 am. The rally sees both C/MN and Mexico contenders, as the rally also qualifies for their series. Entries on going to press are as follows, (not necessarily in starting order)

Frank Pierson/Colin Francis, DTV Vauxhall Firenze
George Hill Keith Wood, DTV Vauxhall Viva
Bob Jeffs David Taylor, Escort RS1600
Laurie Richards John Henderson, Lloyds of Stafford Escort RS1600
Nigel Rockey/Paul White, Mexico
Harold Morley Peter Bryant, Mexico
Russell Brookes/Derek Tucker, Mexico
Kevin Videan/Peter Valentine, Mexico
Alan Conley/Martin Holmes, CCC Clan Crusader
Rodney Badham/David Stephenson, Hillman Imp
Jimmy Bullough/Gerry Ryan, Escort RS1600
Dai Roderick/Mike Woodward, Escort RS1600
Graham Beardmore/Martin Pfall, Vauxhall Firenze
Andy Dawson/Kevin Gornley, Mexico
John Barter/David Kirkham, Mexico
Bob Bean/Alan Greenwood, Mexico
Malcolm Wise Rod Palmer, Mexico
Alan Jenkins/Lyn Jenkins, Escort RS1600
Ted Cowell/Julian Chitty, Escort TC
Bill Bengry/John Griffiths, Simca
Programmes will be available at the start and at the fuel halts.

● A vast number of rallies, 34 in all, are on the provisional list of events counting towards this year's Welsh Rally championship, subject to authorisation of the events concerned. Details from Colin Francis, 1 Despensier Avenue, Llantrisant, Pontyclun, S. Wales. Francis is, of course, Frank Pierson's navigator.

● The RAC have awarded the Malcolm Campbell Memorial Trophy to Roger Clark in recognition of his domination of the British rally scene this year. The trophy is an occasional award to the most meritorious British driver in any one season.

Daily Express Mexico series sponsorship

Announced in last Monday's Daily Express were that newspaper's plans to sponsor the 16-event Ford Escort Rally Championship for group one Mexico and Sports. The top prize of this series is, of course, a works loaned car for the 1974 season with £1000 to assist with running expenses. Another £500 in prize money will be available for the individual rounds of the championship. The series will be re-named the "Daily Express Ford Escort Rally Championship 1973".

BTRDA money

The championships for the money this year seems undoubtedly to be the BTRDA Gold Star special stage series. Recently published rules for the series from the BTRDA state the prize fund to be £948, on top of which Cars & Car Conversions Magazine are putting up £550 for their amateur championship based on the same series. Both series require membership of BTRDA and the CCC series requires registration with the magazine as well.

Grasshopper Results

Final results have come through from the Grasshopper, reported before Christmas. These confirm Bartlett and West as winners in the ex-Trevor Fox "mid"-engined rallycross Anglia Twin Cam, but only by reason for a minutes benefit on the final stage to count. Studying the results makes one wonder if Harvey Ross, Ron Chapman and George Polley were penalised a minute on the stage concerned as well. Moral winners would appear to be Brian Bell and Tom Robinson in an Escort RS1600 with 1800 engine.

Chieftain Rally

One of the best day stage rallies in the South, and a worthy contender in the BTRDA/CCC series is the Bath MC/BAMA Chieftain, to be held on Easter day. Improvements promised this year will be a more efficient results service, a start in the centre of Bath and, in the current vogue, a road book prepared by Henry Liddon. Details come from John Heal, 3 Gladstone Place, Combe Down, Bath.

● Martin Clark is to team with David Stephenson for selected events in the Motoring News/Castrol championship this year their first event in their Escort RS1700 being the Red Dragon. They will not be chasing points throughout the year and are just "out" to enjoy ourselves. The engine will be prepared by Super-sport. Stephenson will also do the Manx and the Welsh Internationals with other drivers.

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CLUB NEWS



Eastern round-up

Great Yarmouth & Lowestoft MC have the honour of starting the East Anglian motor season for 1973 with their 12-car Snowflake Rally on Friday, January 5. The 40 miles of competition starts at Caister, near Gt Yarmouth and finishes at Potter Heigham. Two days later Eastern Counties MC promote a similar event, their's being dubbed the Monastery Rally and starting from Hadleigh, Suffolk; the 70 miles probably including the notorious Wharfedale ford.

Local survivors of the West Essex CC's Clivers of Rally on January 13/24 (reviewed earlier in Special Stage) have a choice of two events on the afternoon of the Sunday. Sporting CC of Norfolk having moved their Production Car Trial from January 21 to January 14 will probably use the same field at Weybread, Suffolk, as they did for last year's snowy event unless one of their new venues under review is ready. Eastern Counties MC's Factory Fun Autotests is the other event using slip roads, car parks and other natural (?) obstacles at Munson & Pisons factory at S. Wymondley, Suffolk. Four class divisions are catered for with the action commencing at 1.30 pm.

The eagerly awaited 4th Fern Hill trial organised by West Suffolk MC takes place on January 21 at Glemsted, Suffolk, with at least 16 Lumps Autocross-type tyres are allowed (and needed) on this steep, muddy, but ideal site. An 11 am start is called for and prospective entrants are advised to enter early. The usual four classes apply. On January 27/28 two events skirt the area. Cambridge University AC bring back their Examination Rally, an event which in days of yore attracted very large entries despite its closed status. 145 miles on OS 134 are

promised for the £2.50 entry with a lengthy awards list. Start is at Marshalls of Huntingdon (134 236728) at 10.31 pm. Harts Wood AC are scheduled to visit OS 149, 150 and 137 the same evening on their Night Hawk event which is being sponsored by Esso. The (unspecified) start is said to be within an hour of London (by what means also not specified).

King's Lynn & DMC's last small event of 1972, the Pirate Rally saw a victory for Brian Beales/Arthur Twite with a loss of 120 marks as against 180 to Hugh Piggins/Eddie Markham. Finally, on the competitive front Gt Yarmouth & Lowestoft MC also conclude the month with their first championship autotest of the season on Ellough Airfield on January 28.

Various club championships for 1972 have been concluded with the following results. Chris Blyth and Geoff Hill convincingly won the Sporting CC of Norfolk's Club Rally driver and navigator awards, while the Members Trophy for West Suffolk MC saw a much closer conclusion. Nick Seymour (of VVW Autocross fame) scoring 45 to Peter Hammonds 42 with Dave Stone and Jim Bowler being far third with 39 points. Des Wenn walked away with both the premier (Richards Trophy) and the Anon Services award in the Eastern Counties MC prize lists with Ian McCall taking the Navigators trophy again and former Sprint specialist Don Harris gaining the Autotest championship.

At least two local clubs have fairly radical committee changes scheduled with notable names such as Chris W. Pitt and Allan Thompson vacating the Sporting CC of Norfolk hot seats, while West Suffolk MC will for the first time in many seasons not have Keith Pettitt, Arthur Debenham and Mike Read to the fore.

Taylor's support

Ford announced this week that they will be giving mild support for John Taylor (below) and Rod Chapman in Escorts to contest rally cross events in Britain, as well as the forthcoming Wille European series.



Martin's Silver Wheel

On Sunday, December 17, a small entry of 25 cars competed in Tavistock and District Motor Club's combined Production and Sporting Car Trial for the Silver Wheel and Whitbread Trophies. The event was run in ideal weather conditions on the rather rough surfaces of Coombe Mine, a disused Cornish tin mine at Harrowbarrow, nr Calington.

The organisers had arranged very interesting sections crossing stream beds, climbing over rock surfaces and of course the usual muddy climbs with trees and bushes as added hazards. In fact it wasn't very long before the Ford Popular of P. Bishop competing in Class 2 failed to negotiate a left hander on Section 2 and consequently redesigned the nearside front wing with the help of a large tree. He carried on competing only to retire later in the day with a broken starter motor. The trial did, in fact, take its toll as the Minor 1000 of J. Chidzey and the MG Magnette of A. Chidzey also retired during the day.

An outstanding performance in that class was achieved by the Ford Popular being driven by S. Martin who with only 79 penalties was declared overall winner to receive the Silver Wheel Trophy. With Martin having taken the main award the class award was then won by R. Yelland also driving a Ford Popular.

The rear engined class on standard tyres was won by the Imp of M. Vanstone but the real hard fought battle of the day was between the Rallye Imp of Don Statton and the Autocavan VW of Dennis Greenslade. These latter two cars running on grip tyres were within five penalties of each other throughout the day with Statton leading at the lunch break but Greenslade eventually won the class by a margin of four penalties.

Meanwhile the Specials were competing for the Whitbread Trophy using the same sections as the saloon cars plus one or two more considered suitable for that type of vehicle. With a penalty of 86, A. Brenner in his Cannon took the main award well ahead of the Ford Special of H. Hobbs who with 81 won the class just three penalties less than J. Hough in his IRH 9000.

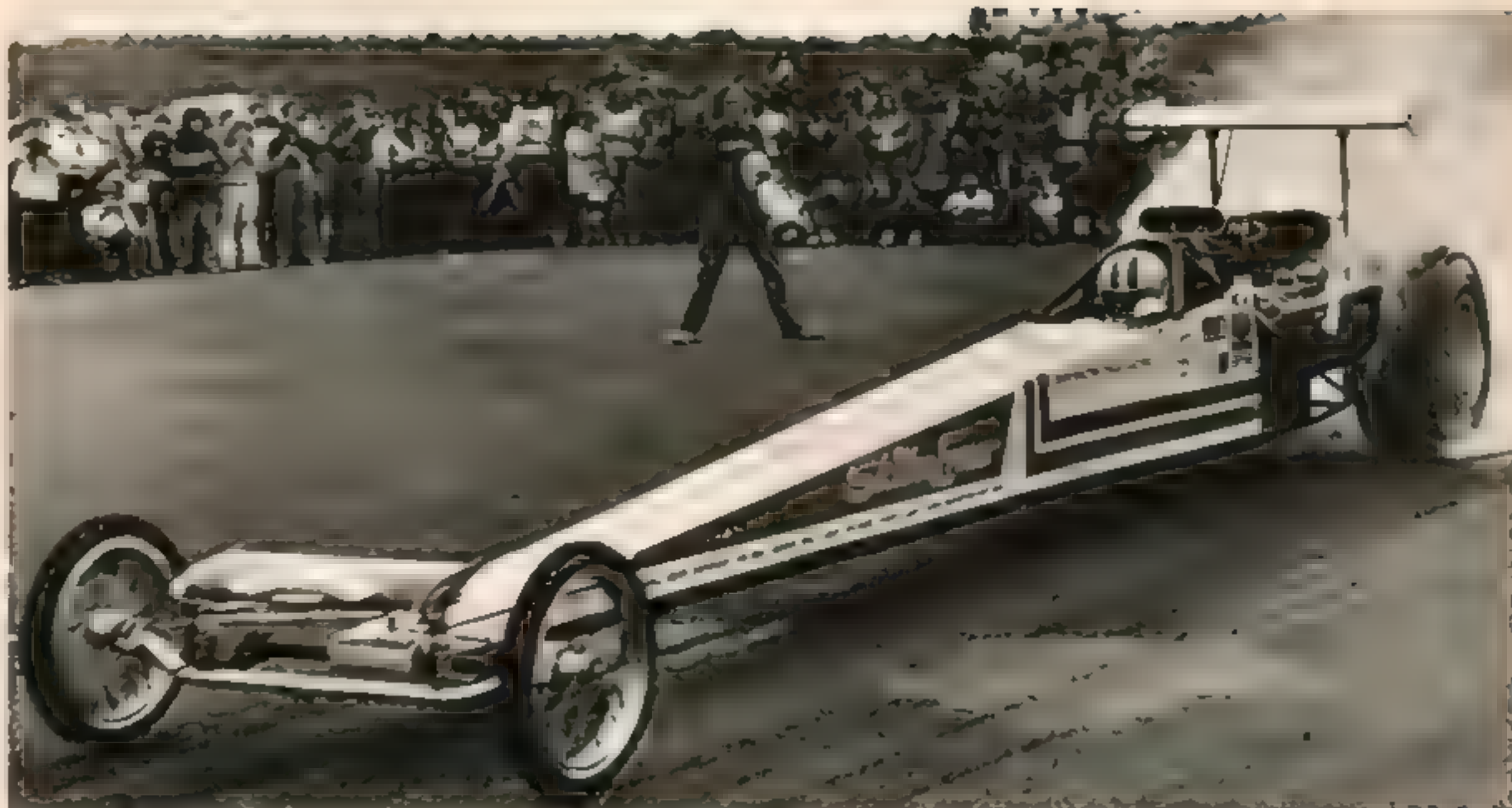
Silver Wheel Trophy	S. Martin	79
Whitbread Trophy	A. Brenner	86
Class winners		
Minor 1000	J. Chidzey	1000
Imp	M. Vanstone	1000
Special	H. Hobbs	1000

Potter outstanding at Ellough

Come snow, rain or sun Great Yarmouth and Lowestoft MC's Boxing Day Autotests always take place but this year competitors were rewarded by the kindest weather for some years for their two runs at the six tests laid out at Ellough airfield. Brian Potter (Cooper 'S') was complete master of the day and had nearly 7 s in hand over his nearest rival even though it was decided to abandon the second run at the final two tests to allow time for suitable refreshments. Potter thus set the fastest time on four of the tests while his only challenger for both overall and class award, John Love—also Cooper S mounted, took the other two. Third in the combined fwd and sportscar class was Derek Brown (Sprite) who was having a day best forgotten as his score of 216.8 s, 8 s behind Love, clearly indicates.

The small saloon class finished very close with the honours going to Bob Scott after one of his best autotest performances. His standard Imp finished just 0.3 s in front of Martin McCullough's 1068 cc-engined Imp with Guy Wong's Sunbeam version a further 3 s behind. Derek Pask's Saab V4 pipped Scott for third overall by less than a second and his total of 215.6 s was easily good enough for a class award. Next home in the large saloon award was Ray Hardy making a welcome return after an enforced absence from competition, his Escort RS1600 coming home well ahead of Mick Copsey's Escort 1600 GT.

BYD	B. Potter	215.6
Cooper S	J. Love	216.8
Imp	M. McCullough	216.9
Saab V4	D. Pask	215.6



A highlight of the International Racing Car Show 1973 for drag racing fans is Clive Skiffen's Revolution 3, featured on the joint Accles & Pollock/Castrol Stand.

Johnsons' VWOC

Expecting their Cortina GT to break its gear box at any moment the Johnson brothers tackled each of the 10 climbs at the VWOC (East Anglian Centre on Sunday, December 17) with some doubts but everything held together until the conclusion of the event, the box finally breaking as they tried to tow Mike Lambert's Cortina Estate out of a quagmire at the entrance to the site. Peter took the GT past the "O" board on all bar one test, scoring only five penalties even with his five per cent Town and Mountain tyres handicap added. Brother Rob tied for second spot with Keith Webb's Mexico, dropping into third in the placings since Webb scored one mark fewer on the slippery second climb.

With only a five per cent penalty for knobby tyres it was certain that the winner would be so equipped since at this time, the field used at Weybread, Suffolk, is always very muddy at the bottom of the hills but once the lower numbers are in sight the surface changes to sand, significantly eight of the first nine cars home were so equipped, the odd one out being a Special. The tests were rather uninspiring and with only one run of the two attempts to count, the results sheet showed large groups of cars tying with similar scores.

Although the entry list exceeded 40 cars, the groupings were topsy-turvy and resulted in Minis and FERWD classes and rear engine cars and the rest being combined into just two categories. As mentioned the two Johnsons and Keith Webb headed the first class and were one, two, three overall. Gerry Kemp (Freewheeling Ford Sports Special) took the other class, tying with Lawrence Gardener's yellow Beetle on 13 penalties, his clean on the exceedingly muddy third hill being sufficient to gain the premier award since the VW could only manage a six. Other notable scores were Phil Brown's 18 for sixth overall in the Ford Popular and Mike Lambert who would easily have clinched the (non-existent) FWD class with a remarkable low total of 21, the next highest Mini, that of Ken Catchpole, finishing fourteen places further down the order with 37.

Overall and Class 1 award: P. Johnson (1.5 Cortina GT). Class 4 award: G. Kemp (1.5 Freewheeling Ford Special).

Sprint to Mather

The Lancashire Automobile Club organised a very successful sprint meeting at Longridge on Boxing Day. The event, which was supported by STP, was in the nature of a gamble, as it depended on the availability of machines and on the weather, but none the less it attracted a good and varied entry. Two days earlier the circuit was fog and icebound. There was an agreeably large number of spectators who braved the cold and windy day and they were treated to a display of very capable driving, although work taking place this winter on safety requirements and on general improvements in preparation for racing in 1973 made the surface just a little bit tricky.

Morning practice saw the demise of C. A. Winder's 1929 Lea Francis with clutch problems and David Ham's MGB had problems in the axle. The plan for the afternoon was one run to count for LTD and class awards followed by a team event for four car teams (the organisers doing the selection of the teams) followed by a further normal run. Fortunately there were very few incidents and the event finished with time to spare. One happy individual practised and then disappeared to attend a cocktail party much to the chagrin of his team, who then failed to score.

The runs started in earnest and very soon the practice times were toppling. At first Bobby Fryars in his smart 1.3 Cooper S and then Paul Ratcliffe in his 1.0 Cooper S treated the spectators to some very skilled driving, the latter managing a run in 86.31 s. Alan Stanforth with his Terrapin was determined to do well and on his first visit to Longridge took the class with a first run time of 85.85 s. Mike Newman, without his ex Blydenstone Viva, had borrowed a ride in a modsports Spridget and pipped his owner to take the class. C. P. Howarth in his Alexis 18 both looked and was quick and won his class in 85.63 s on his first run and was later sidelined with clutch problems. Mike Utley in his Elva 7C was heard to be complaining of lack of practice, but this certainly wasn't obvious when his quickest time of 84.49 s was announced.

Whilst the circuit does not have any par-

ticularly long straights for the quick boys to really shine, nevertheless Kim Mather with his March 712M did his first run in a well executed 83.48 s for LTD.

The team runs were interesting on two points in that almost everyone put up their best time and the first three teams finished within 9 s of each other. In this run Mather was down to 83.08 s and Stanforth very nearly caught him with 83.64 s.

LTD: K. S. Mather (March 712M) 83.48 s. Class winners: R. Greenwood (M. n. Cooper) 91.56 s. R. P. Ratcliffe (Cooper S) 86.31 s. B. Fryars (Cooper S) 86.32 s. P. S. Davey (Austin Healey Sprite) 94.45 s. R. Spode (Lotus Elva) 88.14 s. M. Newman (Spridget) 92.32 s. J. J. Tatham (Lotus Europa) 99.20 s. P. S. Elson (Bonsaker 3c) 88.44 s. M. Utley (Elva 7C) 84.49 s. A. Stanforth (Terrapin) 85.85 s. G. P. Howarth (Alexis 18) 85.63 s. Team: N. Greenhagh (Cooper C. P. Howarth) 14.05 s. G. A. Taper (Europa M. Chapman Elva) 34.78 s.

Flat 850s from Spain

There was almost a revolution when the news leaked out that the rear-engined Fiat 850 was to be phased out of production. Faithful British addicts can now rest more easily for a new source of supply has been tapped. This model is still in full production by SEAT in Spain and likely to remain so for a long time. Accordingly, Fiat (England) Ltd have arranged to import RHD saloons from Spain, which will be identical to the 843 cc models that have been coming from Italy. There is still a demand for a rear-engined model with its light steering and incredibly small turning circle, so at £789 it should sell like hot cakes.

It is thus opportune that a simply splendid Owner's Workshop Manual has just come out, covering the 843 cc saloon and the 803 cc coupé and saloon S. This was just too late for our book review issue but it is a shining example of how a workshop manual should be produced. Every imaginable job is illustrated with step-by-step photographs and drawings, the great advantage being that one can size up the operation and collect all the necessary gaskets and tools before getting stuck into it. As I am the mechanic who services my wife's 850 coupé, I know what I am talking about! For those of us who work on the 850, this book will save time and money.

The Fiat 850 Owner's Workshop Manual (£2) written and published by J. H. Haynes & Co Ltd, Sparkford, Yeovil, Somerset. J.V.B.

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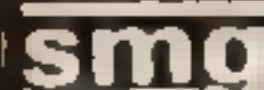
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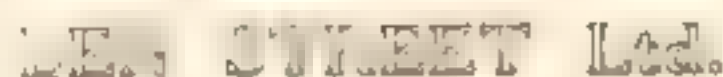
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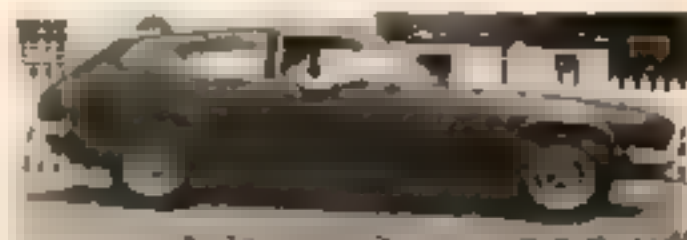
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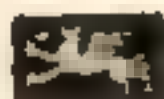
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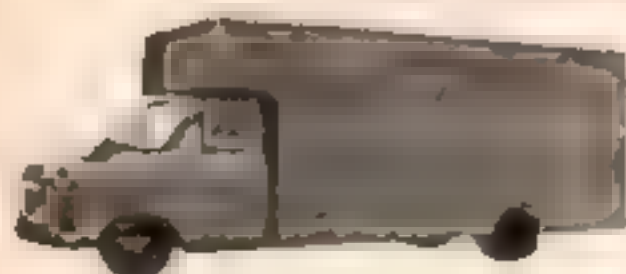
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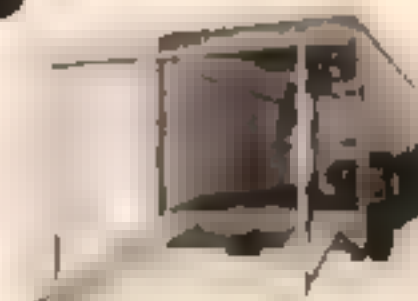
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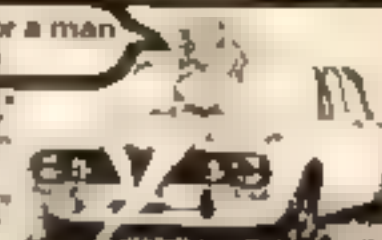
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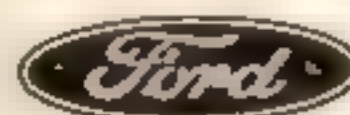
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